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1.15 p.m. to 1.45 p.m. Every 15 minutes.

1.45 p.m. to 2.15 p.m. Every 10 minutes.

2.15 p.m. to 5.00 p.m. Every 15 minutes.

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[257]

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[36]



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[a819]



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[a26]

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Hongkong, 1st September, 1910. [a39]

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M. J. NATHAN,
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Kowloon, 27th June, 1912. [a536]

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23

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HONGKONG OFFICE: 10A, DES VEXES ROAD
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JULY 12th, 1912.

THE Russian Duma has passed a Navy Bill demanding an appropriation of about twenty-six million pounds sterling annually for the next five years. In the Imperial Rescript, which is mentioned in the telegrams to-day, H.M. the Tsar describes the day of the passing of the Bill as one of great hope for Russia. What that great hope is we scarce dare conjecture. Up to the commencement of the war with Japan, the Russian Navy had occupied as regards the number of its ships and their general equipment the third place in the world, after the English and the French navies, but after the annihilation of Russia's Navy in the Straits of Tsushima it came down in both respects to seventh place, for now the Navies of Germany, America, Japan and even Italy occupy a considerably higher position as a fighting force. But five years hence, when, in the words of the Imperial Rescript, Russia is expected to have "a fleet of the might and strength which the dignity and glory of the country demand," the position of Russia in the list of the world's navies will be restored possibly to its former position, and the possession of so powerful a fleet as the programme contemplates will have a very appreciable effect on the balance of power. At the present moment Russia has four Dreadnoughts completing in the Baltic and three on the stocks in the Black Sea, all building from British designs. The first four are to be ready in mid-1914; the second three in mid-1915. Four more

large battle-cruisers are apparently to be laid down in the near future, which will bring the Russian total of Dreadnoughts to eleven. The programme recently laid before the Budget Committee involved the expenditure of £186,000,000 in the five years 1912-17. In 1913, £12,200,000 is to be expended, £10,000,000 in each of the successive years, and £9,000,000 in 1917. In addition the Ministry of Marine required £83,000,000 for the completion of ships now building and for current expenses. The Budget Committee struck out an item of £7,000,000 for port extensions, so that in the form it passed the Duma the country is committed to an expenditure of £129,000,000 on ship construction in the ensuing five years. When the Bill was under discussion in the Duma the Premier, M. Kokovtsov, said that the Russian Fleet was necessary, not, as one of the speakers understood the rôle of the German Navy, to protect commerce, but to protect the general interests of Russia and to preserve her security and prestige. On this it may be remarked that Russia has existed for six or seven years without the fleet which the dignity and glory of Russia is considered by the Tsar to demand. Her security has not been menaced, and though her prestige suffered by the almost complete annihilation of her fleet by the Japanese, the mere buying of another fleet is not sufficient in itself to regain that prestige. Only one conclusion can be drawn from this stupendous effort which Russia is making, and that is that she means to have her revenge for the humiliation she suffered at the hands of Japan. The Navy Bill which the Russian Duma recently passed puts the German Act of 1913 in the shade. The German Act provided for a total expenditure of 207 millions spread over ten years, giving an annual expenditure of 20½ millions. The Russian Act provides for an annual expenditure of 26 millions in the next five years. It is conjectured that the action of the Duma will in all probability be followed by a further increase in the German naval proposals and an acceleration of the German ships now under construction. But we need to know more of the details of the programme before we can judge of its influence upon the ship-building programmes of other Powers. Where is the money to come from? Where are these ships to be built? Is Russia able to find this enormous amount of money—and at the same time assist in financing China? Even if the money were forthcoming, many Russian authorities have ventured to pour ridicule on big naval programmes on the ground that the technical resources of the country will not allow of the simultaneous building of a large number of ships; hence by the time the fleet is constructed half the ships will in all probability be of an obsolete type. These are questions, however, which cannot have been overlooked by the Government's advisers, and we may reasonably conclude that the programme was not submitted to the Duma before the Government had fully satisfied itself of the ability to find the money and build the ships within the time specified. The Russian Naval programme, then, has to be counted as an important factor in the naval policies of other Powers, and we do not suppose it was altogether ignored in the recent conference on the Mediterranean situation which took place at Malta between Lord Kitchener, the British Prime Minister and the First Lord of the Admiralty. Equally likely is it that the programme was kept well in view in the conversations at the recent meeting of the Tsar and the Kaiser. One thing is certain. The restoration of the Russian Navy means that it will not be many years before we see a powerful Russian squadron again in the Far East, and consequently an augmentation of the naval strength of the Powers generally in those waters. For no country will the decision of the Duma and the Rescript of the Tsar have greater significance than for Japan, where Russia's stupendous effort "to preserve her security and prestige" is certain to weaken public confidence in the permanence of peace in the Far East.

The s.s. *Manchuria* came out of Taikoo Dock yesterday.

The *Sui Sang* sailed yesterday with 1,000 coolies on board for Java.

The Government yacht *Stanley* has just been equipped with electric light.

The first divorce case at Singapore under the new Ordinance was heard last week.

Major L. B. Walton, commandant of the 26th Punjab, has been promoted to be Lieut-Colonel, subject to the King's approval.

Commodore Eyres and the Hon. Mr. Clementi leave by the *Empress of Japan* to-morrow. Mr. Clementi goes on twelve months' leave.

Two bands of opium smugglers were recently captured on the Siamese frontier near Chiangrai. The opium captured was valued at 40,000 rupees.

A Chinese who was prosecuted by the police for having obtained money by false pretences from compatriots on the understanding that he would find them situations in the Philippines appeared before the Magistrate yesterday, but the man said to have been victimised said that he was to be smuggled into the islands. His Worship therefore dismissed the case.

The 21st anniversary of the Singapore Golf Club has been celebrated by a dinner. In the course of a speech H.E. the Governor said he hoped to have a health resort and a golf course on Gunong Tahan, the highest peak in Malaya, in the course of a few years. Good water had now been found, and surveys were at work to map out the best route for a railway there.

The Chinese watchman on board the s.s. *Manchuria* saw two men board the steamer on Wednesday night, and as they appeared rather bulky about the chest he examined them and found that they had each 50 tins of opium tied round their waist. The men were handed over to the Shaikwan police, and on making their appearance before Mr. Melbourne at the Magistracy yesterday were each fined \$500.

Prince Katsura, ex-Premier of Japan, who is now travelling to Europe via Siberia, will probably stay three days in St. Petersburg. After visiting Stockholm he will proceed to Switzerland, whence he will go to London. He will return to Japan overland, breaking his journey at Berlin and possibly Vienna, and has no intention of visiting America. He will be absent about four months from Tokyo. It is authoritatively stated that the ex-Premier's tour will be of an entirely unofficial character.

A lukong who arrested a man in the city for being in unlawful possession of opium found his man rather a tough customer. He attacked the constable with a chopper, and when this was taken from him and he was made to sit on the floor, he took advantage of the constable searching the room to obtain another chopper, with which he again attacked the lukong. Fortunately, the lukong escaped, and the man was arrested later. For the first offence he was fined \$11 and for the assault on the lukong he was fined \$25.

A member of the Naval Yard staff, Mr. Alexander Hill, first-class stowman, died with painful suddenness in the early hours of yesterday morning. He had been feeling unwell in the afternoon, and after reaching home, in the evening became delirious. Medical aid was summoned but he succumbed during the night. Death is attributed to malaria. The unfortunate man, who was 39 years of age and has a wife and child at home, had been in the Colony only six weeks. He was buried at the Happy Valley last evening.

A sensation was created in the city yesterday when it was learned that Mr. J. Arnold, of the Hongkong, Canton and Macao Steamboat Company, was suffering from the effects of poisoning. It appears that on Wednesday night after partaking of soup at dinner at his house he felt severe pains in the body, and as these became worse a doctor was summoned, who decided that Mr. Arnold was suffering from poisoning. Relief was soon afforded the patient and as the investigations proved that there was poison in the soup the house boy was arrested and further inquiries are being made. As is fairly well known, it was Mr. Arnold's snapshots of the attempt on the life of H. E. the Governor which showed the presence of a second conspirator with a revolver.

THE INDO-CHINA STEAM NAVIGATION CO.

We are informed by Messrs. Jardine, Matheson & Co., Ltd., the General Managers, that they have received a telegram from London to the effect that the annual general meeting of shareholders in the Indo-China Steam Navigation Co., Ltd., will take place on the 18th inst., that £10,000 has been transferred from the underwriting Account, which will then stand at £94,785, and that £1,500 has been written off the expenses of the debenture issue. After providing for all expenses and usual depreciation, there remains a balance of £22,407, out of which the Board of Directors recommend the payment to the holders of Preferred Ordinary Shares a dividend of 6% for the year 1910, leaving the dividend for 1911 in arrears. A balance of £7,539 is carried forward. The transfer books will be closed from the 11th inst. to 1st prox., both days inclusive.

TELEGRAMS

[THROUGH REUTER'S AGENCY.]

BRITAIN'S FOREIGN RELATIONS AND POLICY.

IMPORTANT STATEMENT BY SIR EDWARD GREY.

LONDON, July 11th.

Sir Edward Grey, speaking in the House of Commons on the Foreign Office Vote, and referring to the situation in the Mediterranean, pointed out the necessity of having a sufficient margin of strength in Home waters, and not relying on foreign policy alone to protect the United Kingdom. It was not necessary for Great Britain to keep a force in the Mediterranean able to hold our own at any moment against all other Powers, but though there was no prospect of any quarrel in the Mediterranean, if we abandoned it altogether there would be a tendency for us to slip out of account and the diplomatic situation might become strained. We ought to keep a sufficient naval force in the Mediterranean available for use at any moment to enable us to be counted as one of the Mediterranean naval Powers. In view of the coming debate on the subject he would not say more.

Our foreign policy, he added, remained unchanged. The starting point of any new development in foreign policy in Europe was the maintenance of our friendship with France and Russia. He welcomed the meeting of the Kaiser and the Tsar. Our relations with Germany were excellent. We had been perfectly frank with each other on all questions of mutual interest, and he believed that when questions came up for discussion, as, for instance, the respective interests of the Powers in Africa or in the Baghdad railway, both were convinced that their mutual interests could be reconciled.

Mr. Bonar Law, the leader of the Opposition, criticised Sir Edward Grey's attitude with regard to the Mediterranean naval policy, maintaining that the British naval force should be strong enough to overcome any possible combination.

THE FUTURE OF CANADA.

SPEECH BY MR. BORDEN.

LONDON, July 11th.

Mr. Borden, the Prime Minister of Canada, and his colleagues in the Ministry now in England were the guests of the Colonial Institute at dinner last night. Among those present were the Duke of Argyll, Lord Strathcona and Lord Selborne.

Mr. Borden in his speech in reply to the toast of the evening said the Canadians were determined to work out their destiny as one of the great nations of the British Empire. They realised that Naval supremacy was the breath of the life of the Empire, the integrity of which could only be secured by one Navy, one King and one Flag. But he did not desire to say anything imperilling Canadian autonomy. The great question of Defence could not be settled for years to come at conferences extending over a few weeks. He emphasised that those responsible for Defence must have a voice in the policy shaping the Empire, and Canada did not propose to be an adjunct even of the British Empire.

KING AND QUEEN IN THE INDUSTRIAL DISTRICTS.

LONDON, July 11th.

Their Majesties the King and Queen have been on a tour through the industrial districts of the West Riding of Yorkshire, visiting the glass-blowing, wire-makers, fuel and woollen works.

THE MAWSON ANTARCTIC EXPEDITION.

LONDON, July 11th.

A Wellington telegram reports that Mawson's Antarctic ship *Aurora* has arrived at Port Chalmers and reports having left all the expedition in good health.

FRENCH ELECTORAL REFORM.

LONDON, July 11th.

Reuter's correspondent at Paris telegraphs that the Chamber of Deputies by 339 votes to 217 adopted the Government Bill for electoral reform based upon proportional representation. The Radicals strenuously opposed the measure, and hooted M. Poincaré after the division.

TELEGRAMS

[THROUGH REUTER'S AGENCY.]

THE DOCKERS STRIKE.

WORKERS AND STRIKERS IN CONFLICT.

LONDON, July 11th.

A serious fight took place between strikers and the workers at Surrey Commercial Docks. Revolvers, bludgeons, and stones were used. Large reinforcements of police dispersed the crowd after half an hour's battle. A number of men were wounded by revolver shots.

Later. Altogether 13 were injured as the result of the fighting at the docks and were removed to hospital. They were mostly cut and bruised. None were shot, though revolvers were undoubtedly fired.

One arrest has been made.

INDUSTRIAL EXHIBITION AT WINNIPEG.

LONDON, July 11th.

The Duke of Connaught, accompanied by Princess Patricia, opened the Industrial Exhibition at Winnipeg. The city was en fête. Their Highnesses had a tremendous reception.

The Duke of Connaught in replying to an address of welcome said the only parallel to the warmth of the reception given to him at Winnipeg was his reception in Johannesburg. His Royal Highness mentioned that King Edward selected him as Governor-General of Canada.

THE BRITISH COLLIERY DISASTER.

LONDON, July 11th.

Another explosion occurred to-day, and several of the rescuers were seriously affected, but the volunteers were not deterred and continued the work. Altogether 71 bodies have been recovered. The revised death-roll numbers 78.

The Archbishop of York and several members of their Majesties' party visited the colliery.

TURKISH POLITICS.

LONDON, July 11th.

A message from Constantinople states that Shevket Pasha, the Minister for War, has resigned, and is appointed Senator. His position was shaken by the outbreaks in Albania.

Later. Nazim Pasha has been offered the portfolio of the Ministry for War.

NEW ZEALAND POLITICS.

LONDON, July 11th.

Reuter's correspondent at Wellington telegraphs that Mr. Massey has formed a Government. Parliament has been adjourned for three weeks to enable the new Ministry to formulate a policy.

HONGKONG'S ATTORNEY-GENERAL.

LONDON, July 11th.

The *Gazette* announces that Mr. J. A. S. Bucknill, King's Advocate at Cyprus, has been appointed Attorney-General for Hongkong.

RUSSIA'S NAVAL PLANS.

LONDON, July 11th.

A telegram from St. Petersburg states that an Imperial Rescript has been issued. It dwells on the importance of rebuilding the fleet, and remarks that the day on which the Bill passed the Duma will be one of great hope for Russia. The grievous wounds which she had sustained must be healed, and the Fleet restored to the might and strength which the dignity and glory of Russia demand.

GOLD FOR SINGAPORE.

LONDON, July 11th.

A wire from Port Said announces that the P. and O. steamer *Medina* has shipped £25,000 in gold for Singapore.

TROPICAL SCHOOL OF MEDICINE.

LONDON, July 11th.

The Lord Mayor has opened a fund to raise £100,000 for the London Tropical School of Medicine.

SHAKO REDIVIVUS.

LONDON, July 11th.

The *Morning Post* learns that the War Office has decided to abolish the infantry helmet and revive the shako.

TELEGRAMS

[THROUGH REUTER'S AGENCY.]

THE OLYMPIC GAMES.

LONDON, July 11th.

In the final for putting the weight Macdonald, of America, put the weight 15.34 metres, thus creating a record.

In the final for the 5,000 metres ff. Kolomai, of Finland, finished in 14mins. 33.5secs., thus creating a record, Bouin, of France, being second in 14mins. 36.7secs., and Hatson, of Great Britain, third, in 15mins. 7.6secs. The race was distinguished by the terrific struggle between Bouin and Kolomai, the rest being nowhere. Bouin sprinted on the sound of the bell, and the fight in the straight will never be forgotten.

For the 1,500 metres Jackson, of Oxford, was first in the final in 3mins. 58.8secs., which created a record, while Kivi, of America, and Taber, of America, both finished in 3mins. 59.8secs.

The 1,500 metres swimming race was won in free style by Hodgson of Canada in 22mins. 1sec., which is a record; Hatfield (Great Britain) was second, 22mins. 39secs.; and Hardwick (Australia) third, 23mins. 15.4secs.

In the hundred metres race, breast stroke only, Germans were placed.

In the 100 metres swimming free style Kahanamaku, of America, finished in 1min. 32.5secs.; Healy, of Australia, being second in 1min. 14.6secs.

LADIES' GOLF CHAMPIONSHIP.

LONDON, July 11th.

Miss Cecil Leitch has won the Ladies' Golf Championship of France on the Tonquet links, defeating Gladys Ravenscroft by 6 up and 5 to play.

THE TURF.

LIVERPOOL CUP ACCEPTANCES.

LONDON, July 11th.

The following are the weights and acceptances for the Liverpool Cup run at Liverpool on July 26th:—

| Horse. | Weight. |
|--------------|---------|
| Tropide | 9 0 |
| Mushroom | 9 0 |
| Sunspot | 8 13 |
| Chili II. | 8 1 |
| Hair Trigger | 7 13 |
| King Midea | 7 10 |
| Farman | 7 7 |
| Danithorne | 7 5 |
| Hamerton | 7 5 |
| Coastwise | 7 4 |
| Better Still | 7 2 |
| Dutch Girl | 7 1 |
| Duke Michael | 7 0 |

TEST CRICKET.

WIN FOR ENGLAND.

LONDON, July 11th.

On an easy wicket and in fine weather the test match between England and South Africans was resumed at Leeds. The South Africans, who had lost eight wickets for 141 runs, only carried their score to 147, Barnes taking six wickets for 52. England went to the wicket again and compiled 238, six less than in their first innings, of which Spooner made 82. South Africans in their second venture only scored 159, England thus winning by 174 runs.

It is probable that the King will attend the test match at Lords between the Australians and South Africans.

HOME CRICKET.

LONDON, July 11th.

The inter-university match played at Lords between Oxford and Cambridge resulted in a win for the latter by three wickets. Last year Oxford won by 74 runs.

Gloucestershire v. Yorkshire, at Bristol. Win for Yorks by 247.

Northampton v. Surrey, at Northampton. Win for the former by nine wickets.

Kent v. Lancashire, at Tunbridge Wells. The former won by an innings and 20 runs.

Leicestershire v. Sussex, at Leicester. Win for the former by six wickets.

Australians v. Scotland, at Edinburgh. Won by the Colonials by 296 runs.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

ITALY AND TURKEY.

PROSPECTS OF PEACE.

LONDON, July 11th.

A message from Constantinople states that there are good prospects for an early settlement of the war. The departure of Said Malmat Pasha, the President of the Council of State, who ostensibly proceeded to Vienna, is connected with the possibility of a direct understanding between the belligerents.

WARNER INDISPOSED.

LONDON, July 11th.

Warner, the cricketer, is seriously ill from hemorrhage due to a blow received at the nets. He will be ill at least a month.

THE PARLIAMENTARY RECESS.

LONDON, July 11th.

In the House of Commons, Mr. Asquith said that the House would rise in the second week of August and reassemble in the first week of October.

THE PHILHARMONIC CONCERT.

The concert given by the Philharmonic Society at the City Hall last night was an unqualified musical success, but notwithstanding the announcement of a special installation of fans, scarcely a hundred persons were present. The concert was honoured by the presence of H.E. the Governor, Lady May and family, in whose honour and as a farewell to Commodore Eyres it was really given. The choral songs, and part song by Mrs. Head, Mrs. Kew, Mrs. Platt, Miss Griffin, Mrs. Bishop, Mrs. Cousins, Mrs. Main, Miss Hunt, Mr. R. Peyton-Griffin, Mr. S. Horn, Mr. F. Austin, Mr. F. A. Biden, and Mr. G. H. Platt were most effectively rendered. The voices blended perfectly. Mrs. Schofield's finished singing of "Four Songs of Emotion," arranged by Mr. Denman Fuller, was greatly enjoyed and both the singer and the composer were recalled. Violin solos were given by Mr. G. Vermeij, who is new to the Hongkong concert platform. He played two compositions in masterly style and deserved all the applause he received. Mr. Frank Austin sang "The Pipes of Pan" in fine voice and with good effect. In the second part Mr. Denman Fuller played two short piano solos—one by C. Debussy, the other by Chopin. Mr. Fuller's abilities at the piano are well known to all music lovers in the Colony, and it is perhaps unnecessary to say that his contributions to the programme were received, as they always are, with rapturous applause. The remainder of the second part was occupied by a Song Cycle, "Windflowers" by A. Somervell, taken by Mrs. Schofield, Mrs. Cousins, Dr. M. Lobb, and Dr. Schofield. It consisted of six quartets, a soprano and baritone duet, a soprano solo and quartet and a baritone solo and quartet. Mr. Fuller was at the piano. The various numbers were well rendered and the whole concert was greatly enjoyed. The work chosen for the first concert of the forthcoming season is the Opera "Merrie England" by Edward German. Practices commence in October.

HONGKONG AND SHANGHAI BANK.

THE DIVIDEND.

We are officially authorized to state that, subject to audit, the Directors of the Hongkong and Shanghai Banking Corporation will recommend at the forthcoming meeting a dividend of £2 per share—

Add to the Silver Reserve Fund \$250,000
Write off Bank Premises 250,000
And carry forward about 19½ lacs.

QUEEN WILHELMINA'S VISIT TO PARIS.

HOW ETIQUETTE WAS SATISFIED.

Among tangle-foot tales, that of the dilemma in which the Protocol enmeshed itself over the visit of Queen Wilhelmina to Paris ranks high. It is too long and complicated to be enunciated here; but the main points are these:—(1) A Sovereign in Paris must call on M. Fallières; (2) a woman may not call on a man; (3) Mme. Fallières has no official existence. Therefore, nobody could call on anybody, and what was to be done? Very simple! *La petite Reine* informed M. le Président of her Royal intention to call, and M. le Président begs her Majesty to visit the site, and finally Etiquette is satisfied. The Protocol has improved since MacMahon's day, when the menu of a dinner at the Elysée, designed to do honour to an Austrian Archduke, began with *Bombe Magenta*.—*Pall Mall Gazette*.

SUPREME COURT.

Thursday, July 11th.

IN ORIGINAL JURISDICTION.

BEFORE THE CHIEF JUSTICE (HON. MR. W. REES DAVIES, K.C.).

THE THIRD PARTY ACTION.

The case in which N. C. L. A. Mohideen sued the Coronation Garage and Lau Nga Po was continued.

After the cross-examination of the defendant by Mr. Potter,

His Lordship said that since the rising of the Court yesterday he had considered the evidence as a whole and had certain misgivings concerning the defendants' case which made him consider whether he should not stop the case. He did not do so, because he desired to hear Lau Nga Po's evidence. He was now definitely of opinion that on Mohideen's evidence he had not established his partnership. He had gone into the evidence very carefully, and was of the opinion that it was simply a waste of time to call upon a third party to give evidence. His Lordship then indicated the points on which he had suspicion.

Mr. Potter then addressed his Lordship on the question of agency.

Further evidence was called, and the case adjourned.

SAN FRANCISCO A PORT OF DISTRIBUTION.

BETWEEN EAST AND WEST.

The San Francisco *Chronicle* of the 10th ult. contained the following leading article:—

M. Komada, assistant manager of the Osaka Mercantile Steamship Company of Japan, in seeking berthing privileges for his company's vessels at this port, has expressed the opinion that San Francisco will become the centre of distribution for freight cargoes between the Atlantic Coast and Asia. This is the reason advanced for abandoning the present terminal at Tacoma.

It has been assumed that San Francisco would become a port of call for vessels sailing between Asia and the Eastern coast of this continent via the Panama canal, running in to take on fuel, passengers and small shipments of freight. Komada does not accept this assumption.

He expresses the opinion that it will not be possible to pick up at any one port on the Atlantic Coast freight destined for a single point in the Orient in the length of time necessary for the operation of an express service. He calls attention to the probability that all freight originating on the Atlantic Coast for shipment to Asia will be billed to San Francisco, here to be segregated and transhipped to the particular ports of destination. The same would apply to Oriental freight destined for the Atlantic Coast. In other words, San Francisco is to become a great clearing-house for merchandise and passengers moving between the East and the West.

If Komada's conjectures are right—and they doubtless are—there is all the more reason for hastening the construction of harbour facilities and for a change of system and control that will permit of a readjustment and reduction of charges.

There is a vast difference between the commerce arising from export and import and that arising from transshipment or purely terminal business. The former is largely, if not wholly, fixed by the production and the consumption of the country tributary to the port, modified in a measure by the convenience of rivers and the convergence of railroads. Such commerce is rigidly fixed by considerations that do not depend upon harbour facilities or harbour tolls. Distribution commerce is fixed solely by the expediencies of the situation. Such trade can seek, within reasonable limits, the port that has the greatest natural advantages, assisted by artificial improvements and economical costs.

It is this commerce that will be offered to San Francisco in unprecedented volume. Indeed, it is already being offered by such negotiations as that of Komada for berthing privileges. It should rest with the city to welcome, not with the State to repel, such offers.

KAISER'S GIFT TO NORWAY.

COLOSSAL STATUE OF NATIONAL HERO.

The Emperor William, as is well known, is very fond of cruising in Norwegian waters, and in the summer of 1913 he hopes not only to celebrate the twenty-fifth anniversary of his coming to the throne, but also to pay his twenty-fifth visit to Norway. As a "silver resignation" gift he has presented the Norwegian nation with a colossal statue of Frithjof, one of their national heroes. The statue, which is already nearly finished, has been cast in bronze and modelled by a German artist. It is nearly 40 ft. high, and stands on a pedestal about 70 ft. square, of rough, uncut granite. As a site for this statue the Kaiser has already bought a piece of land on the Sogne Fjord—the exact spot where tradition says Frithjof is buried. Owing to the immense size and weight of the statue (it weighs about 180 cwt.) special arrangements have had to be made to transport it to Norway. It will first have to be taken in several pieces by boat to Bergen, then light ships take it up the Fjord near to the site, and finally a special light railway will have to be built in order to get it up the eminence on which it is to be erected.

It will be ready by June, 1913, when the Kaiser will himself be present to unveil it and present it to the Norwegian people.

THE GERMAN NAVY LEAGUE.

RENEWAL OF THE AGITATION.

The German Naval League held its 12th annual meeting on the 9th ult. at Weimar under the presidency of Grand Admiral von Koester. Among those present were the Grand Duke of Saxo-Weimar, the former president of the League, Prince Salm-Horstmar, the former Secretary of State, Admiral von Holtzmann, and some representatives of the Admiralty, including the officer in charge of the Press Bureau. Prince Henry of Prussia, the patron of the League, sent his greetings.

Grand Admiral von Koester delivered a long speech in which he criticized the present provisions of the Navy Law and advocated demands for more large cruisers and for a further increase of personnel. He quoted statistics to show the superiority in large cruisers of England and still more of the Triple Entente when the plans of France and Russia were carried out. He said that the Navy League could be satisfied with the creation of a third squadron of the High Sea Fleet even at the cost of the abandonment of a second fleet flagship and of the material reserve. On the other hand they deeply regretted the permanent reduction of strength of the reserve fleet. The new amendment of the Navy Law had done nothing to satisfy the demand for more large cruisers, notwithstanding their importance in the event of a blockade. Taking all the circumstances into consideration, the Navy League must demand that two large cruisers should be substituted for two small cruisers in the programme of construction, and they would not be going too far if they demanded that by the year 1917 there should be a fresh increase of personnel by 5,000 men and that five additional large cruisers should be built.

This sketch of a new programme of agitation was received with enthusiasm and endorsed by all the speakers. Broadly speaking, says the *Times* correspondent at Berlin, the Navy League is demanding the fulfilment of wishes over and above the recent legislation which Grand Admiral von Tirpitz—the "organizer of the Navy," as Admiral von Koester called him—found it necessary temporarily to suppress. The key to the proceedings was, indeed, supplied by a member of the Federal Council—Herr von Borries, Minister of State in Saxo-Altenburg. Speaking with knowledge of what happened in the Federal Council, he said that if he could put himself in the place of Admiral von Tirpitz he would not be satisfied with the last Navy Bill.

Although there will probably be a period of calm, the Navy League proceedings should serve as a reminder that the recent legislation is in no sense final. One might even suggest that the production of a "Cruiser Bill" is little more than a matter of time. The apparent symmetry of the provisions of the Navy Law is highly artificial, and when forthcoming changes in the distribution of the fleet have been effected it will be all the easier for the organizers of naval agitation to detect "gaps" which ought to be filled. The division of forces between Wilhelmshaven and Kiel, which has already existed on paper rather than in practice, is being abandoned. No new scheme of organization has been published, but notwithstanding semi-official assurances that nothing has been decided, it seems pretty clear that all the large cruisers as well as the battleships which are put into commission in the near future will be stationed at Wilhelmshaven. The *Frankfurter Zeitung* calculates that within three or four months there will be 13 "Dreadnoughts" at Wilhelmshaven. They would be the seven Dreadnought battleships already in commission, together with the three new battleships *Oldenburg*, *Kaiser*, and *Friedrich der Grosse*, and the large cruisers *Van der Tann*, *Moltke*, and *Göben*.

AYER PANAS RUBBER CO.

Mr. Sims presided over a good attendance at the annual meeting of Ayer Panas Rubber Co., at Singapore, on the 2nd inst., and said the position was now much better than it was at the last meeting, a debit of \$30,000 had been turned into a credit of \$20,000. There was no need to worry further regarding finance. The yield compared with the prospectus estimates was satisfactory. The cost of latex was 1/10 and he hoped it would soon be 1/8, landed in London. The godown accounts were over three months overdue. He regretted this, but did not believe there was a single company which could bring out its accounts within three months. He hoped, however, to bring theirs out next year in two months.

Mr. A. Morrison strongly criticised the belated character of the balance sheet. This was the third ordinary meeting, and irregularities of this kind were still going on. He thought the Chairman might have exerted himself to reduce such irregularities. He disagreed with the Gunn restitution money being distributed in dividends. The restitution should have been made by those in authority in the company. He failed to understand why in 1911, with a planted area of 470 acres evidently planted before 1907, they only received 40,800 lbs. as with 150 trees to the acre they should have 73 per cent. more trees bearing.

The Chairman replied that he would be pleased to bring forward a proposal that the company should refund any of the Gunn money received. He was unable to say why anyone should assume the yields ought to have been in excess of the estimates. The rubber sold in London made an average price of 4/11.

The report and accounts were passed. Mr. E. Kong Guan was re-elected Chairman. He said they would probably pay a 5 per cent. interim dividend in October.

THE TRADE OF JAPAN.

The following information is from the report by the British Commercial Attaché at Yokohama on the trade of Japan in 1911:—The year has been remarkable for two reasons—firstly, that the new and largely increased import tariff came into force in July, thus causing a large influx of anticipatory imports in the earlier part of the year; and secondly, that the revolution in China caused a serious disturbance in trade between the two countries and materially reduced the exports. Under the circumstances the wonder is not that the effect of these two causes was so great, but that it was not greater.

Apart from the questions of the tariff and China the year has passed quietly without many incidents which are worthy of record. A great many banks and companies availed themselves of the easy conditions of the money market and called up money on shares and floated debentures, and there was a certain amount of activity in the industrial world. According to the Bank of Japan, the total cash advanced in account of various undertakings, which came into existence in 1911 amounted to \$24,500,000 after making the necessary deductions on account of enterprises which were dissolved or had their capital reduced, and the sum actually paid up aggregated \$10,500,000. With two exceptions these are the highest figures on record, so that it will be seen that the country is gradually recovering from the bad years it has passed through since the great depression. There was a serious storm and a tidal wave in July, which caused a great deal of destruction in some localities, while another severe typhoon in August did immense damage to the sugar industry in Formosa. Fortunately, however, the chief agricultural crops, namely, rice, wheat and barley, were not only better than in the previous year, but also showed an increase over the average. Nevertheless the price of rice has been very high. In July, before the future of the crop could be assured, rice touched 50 yen per koku (about 85 per bushel), which is the highest price on record; but even after the crop was successfully harvested, and well on into 1912, the price of rice kept so consistently high that the problem has become a serious one, for, as is well known, rice is the bread of Japan and regulates the cost of labour.

As regards Korea, the bestowal of pension bonds after the annexation and the money circulated by the payments for various large public works have increased the purchasing power of the public, while the feeling of security has induced many to produce their hoarded savings. The result is that there has been a conspicuous increase in imports, and a promising market is developing for those who care to study it. The decrease in exports is said to be due to the fact that the farmers, not being so hard up for ready cash as in the past, have not been compelled to sell their rice and beans and other products at a low price. Rice and beans, it should be mentioned, account for more than 55 per cent. of Korea's exports.

In Formosa the situation is very promising. Sugar, of course, is now by far the most important industry of the island. The exports of sugar to Japan and China represent \$2,800,000 out of a total export of \$3,600,000, and the import of sugar machinery is no less than \$430,000, which is a larger amount than is credited to any other item on the import list. The business in Oolong tea has also been very good.

THE REBELLION IN GOA.

BOMBAY, June 24th.

A correspondent, alluding to affairs in Goa, says the insurgents are badly armed, having no better weapons than muzzle loaders. They are not led by anyone having any authority. Each party, when on raid, selects its own leaders, confining themselves to purely guerrilla warfare. They try to ambush any force sent against them. Sharpshooters from trees pick off officers, but with the exceptions of a few, the insurgents are not of much account. A village may be celebrating the wedding of a bandman in a British native regiment on a turloogh, when in the middle of the festivities a score of armed savage men will rush in on the scene. The bride's jewellery is torn from her, her relatives tortured until the dowry is produced, and the whole village held to ransom. In May raiding bands surprised a hamlet within fourteen miles of Margao during a double marriage feast, plundered the houses, and carried off the two unhappy couples bound hand and foot. During the night the prisoners were left in sole charge of an old man who drank himself to sleep with some liquor captured in the village. One bridegroom managed to untie himself, loosed the bonds of his companions in misfortune, and then the four fleeing to return to their homes fled towards British territory. Only a few days ago the Ranas killed a man and a woman on the road within a few miles of Margao, carrying off a thousand rupees worth of jewellery from the murdered woman's body. Within a day or two of this crime the same or another party seized two men close to Margao and tortured the unfortunate wretches by twisting their arms until they were broken to make them surrender their money. Blackmail is a favourite device of the rebels.

The prospects of quelling the insurrection by force are not bright. The native troops, not being relied on from their supposed want of courage, are confined to Margao and Panjim which, being cut off by water from inland territory, are in no danger of being attacked. The newly arrived European troops are split up and distributed to the more important towns. The village of Margao was occupied a few days ago by a detachment of two officers and 50 white soldiers, but the Ranas have no intention of facing disciplined troops in the open and on the hills and jungles. The Governor has ordered loyal inhabitants to kill them on sight, but as the young men are absent in service in India or on board steamers, the villages have none to defend them but old men, women and children. Until flying columns pursue them relentlessly to their fastnesses or cordons of troops confine them to the mountains and the outbreak dies of inanition, there is scant likelihood of peace being restored.

ROYAL COMMISSION ON THE CIVIL SERVICE.

LORD HALDANE'S EVIDENCE.

The first report of the Royal Commission on the Civil Service, of which Lord Haldane, is chairman, is issued as a White Paper.

Lord Haldane, in the course of his evidence said that the military and civilian elements at the War Office worked in entire harmony, but this result could not have been attained with any civilians who were not highly educated men. Asked by what means that superior education could be best attained, he replied that the ideal system of University education would be to his mind what he had been familiar with in Scotland. There the son of a working-man, thanks to the old rooted system of elementary education, and the much more complete system of secondary education than existed in England, had a chance of rising from the ranks through the secondary school or through the extension of the primary school they had there by the University. We were very far from that in England at the present time, but we were improving. Ten new teaching Universities had been organised in England and Ireland during the last 14 years. He thought they would presently begin to pour out the needed class of highly educated persons, and to do so with more success from the power stratum of the community. Until that time came he thought, in the interests of the State which must prevail over the interests of any class, however great, if we were to get the most efficient type of Civil Servant for the highest work in the Civil Service, we must look to such Universities as there were, and no doubt Oxford and Cambridge, where the teaching in some respects was very admirable, to supply us with a very good stream of them.

What many people wanted, and he certainly wanted to see, was all appointments in the Civil Service thrown open to everybody, whatever his origin, whether poor or rich; but we should not be able to do that unless we provided every candidate with at least a chance of getting this type of education that he considered requisite, not for all civil servants, but for the higher division civil servants. To let everybody in on one foundation which would not enable us to get that wide education, was, to his mind, to sacrifice the interests of the State to the interests of what he admitted was a very large class, but still not one which should conflict with the interests of the State.

Replying to Miss Haldane, a member of the Commission, on the question of equal pay for women and men in the Civil Service, Lord Haldane said that while he found it very difficult to make up his mind, he was inclined to think that, choosing between two evils, the lesser evil was to pay a woman on the same level as a man. Even when the bread winner, the man as the head of the family, was paid a good salary, the best salary that the Civil Service offered to him, he was not really being highly paid; and he thought that a woman was entitled to be paid just as much, upon a comparison of the standards in other professions.

Sir George Murray, in the course of his evidence said he was not quite sure that he would attach as much importance as Lord Haldane seemed to do to actual residence at a University, but he thought the kind of education which was implied in what was generally called the University standard was absolutely essential to the best work that had to be done in the Civil Service.

Sir Robert Chalmers, Permanent Secretary to the Treasury, in his evidence, said that the Civil Service was certainly free from any favouritism and certainly free from any influence; and that applied, as far as he was aware, to all the positions in the Civil Service. He believed the Civil Service to be extraordinarily pure in its administration. Mr. Stanley Leather, in his evidence, said he was quite satisfied that the present examination was a test of capacity and a very fair test. It was not the best test that could possibly be devised, but it was a very good and a very fair test. He was not sure that practically it was either necessary or possible to make any change.

CHINESE INDIFFERENCE TO DEATH.

In the *Dublin Review* Mr. C. J. L. Gilson, writing on "The Destiny of China," calls attention to the extraordinary disregard of human life shown by the Chinese:—

The Chinese were ever a race much addicted to suicide. In spite of a marked scepticism with regard to the prospect of a life hereafter, they meet death with stoical unconcern. High officials take poison in their yamens at the bidding of imperial edicts. Criminals are led to execution talking pleasantly with their friends. The writer knows of a case in point, of a long string of victims to be beheaded in that terrible potter's yard that the tourist can see in Canton, one of whom asked serenely of the executioner that he might be placed at the end of the line in order to have leisure to finish his cigarette. There, enjoying his final smoke, unmoved and scarcely interested, he witnessed the death of his comrades.

To the Chinese in bondage life is no more than a series of troubles, a riddle that is barely worth the guessing; and death, the shortest and simplest solution. There are many native proverbs to that effect, of which "every man must be possessed of lice" is highly representative. Only to those who understand—as far as they are comprehensible to the Occidental mind—Chinese temperament and character is it credible that the payment of compensation for lives lost on the railway became to many an immediate inducement to commit suicide. Nor were these suicides confined to the inhabitants of the northern provinces of Chili and Shantung, but men walked hundreds of miles in order to get themselves killed that their families might thereby profit.

Thus the initial expense of the railway company became tremendous. The directors were obliged to stop payment for lives lost, and the suicides immediately ceased.

THE PACIFIC MAIL REPORT.

Although the Pacific Mail Steamship Company's earnings for the year ending April 30th, 1912, show a decided increase to the gross and net, it still suffers a deficit, according to figures made public here yesterday, says the *San Francisco Chronicle* of the 7th ult.

The total receipts for the year ending April 30th, amount to \$5,285,199, as compared with \$4,974,819 in the previous year. Expenses for the last year aggregated \$4,856,176, as compared with \$4,819,633, and net receipts amount to \$428,923, as compared with \$155,181. Depreciation and repairs amounted to \$152,105, as compared with \$354,453, and the balance leaves a deficit of \$10,082, as compared with a deficit of \$199,276.

The earnings of the Southern Pacific, owner of the Pacific Mail, show a decrease in gross and net for the period beginning July 1st, 1911, and ending April 30th, as follows: Gross, \$109,951,394, as compared with \$111,629,780; net, \$39,477,393, as compared with \$36,237,332 in the previous year.

The Santa Fe's gross for the same period in 1911-1912 equalled \$59,869,954, as compared with \$60,440,659 in the corresponding period of the previous year; net, \$23,011,934, as compared with \$31,111,806.

TWO CAPTAINS FOR CUNARD SHIPS.

The Cunard Line have decided to place two captains in various ships, the second captain being known as the staff-captain. The staff-captains are experienced men who have been commanders of other ships. Their duties will be to look after the crew and conduct inspections and drills, so as to leave the captain more time for actual navigation. Hitherto in the company's mail steamers seven officers have been carried in order that the chief officer might be freed for such duties as the continual inspection of every part of the steamer, the regular testing of all lifesaving and safety appliances, and the supervision of boat and fire drills, all of course, under the captain's order. The staff-captain scheme was inaugurated with the sailing of the *Mauretania* from Liverpool on June 1, the staff-captain under Captain Turner being Captain S. G. S. McNeil. In the *Lusitania* Captain J. F. Simpson fills the position of staff-captain. In smaller ships the duties will continue to be discharged by the chief officer. An official of the company has stated that the new scheme was not a result of the *Titanic* disaster.

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In testing the sight for glasses. Your eyesight is the most precious of your senses and you cannot afford to jeopardize it by using incorrect lenses or ill-fitting frames. We are competent professionally, and we have the equipment to satisfy ourselves and to satisfy YOU what is best for your eyes. If a physician is needed we will so advise you. Lenses ground and polished on the premises.

CLARK & Co.
SCIENTIFIC OPTICIANS
YORK BUILDINGS, CHATER RD.
HONGKONG

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box 53. Telephone No. 12.
Telegraphic Address: Press.
Codes: A.B.C. 5th Ed., Lieber's.

NEW ADVERTISEMENTS

CONSULAT DE FRANCE, HONGKONG.

SUNDAY Next, 14th of July, being the FRENCH NATIONAL FETE, the Consul for FRANCE will be pleased to receive at his Official Residence, 13, Peak Road, between 10.30 A.M. and 12 Noon the Members of the French Community, British Officials and Officers, his foreign colleagues and all other persons who may wish to call on that occasion.

Hongkong, 11th July, 1912 [901]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

THE TRANSFER BOOKS of the Company will be CLOSED from TODAY, the 11th July, to THURSDAY, the 1st August, 1912 (both days inclusive) during which period no Transfer of Shares can be Registered.

By Order of the Board of Directors,
JARDINE, MATHESON & Co., Ltd.,
General Managers.
Hongkong, 11th July, 1912. [902]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"KUMSANG,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m. on the 12th inst. will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co., Ltd.,
General Managers.
Hongkong, 11th July, 1912. [15]

IN THE MATTER OF THE COMPANIES' CONSOLIDATION ACT, 1908,
and
IN THE MATTER OF THE NATIONAL BANK OF CHINA, LIMITED,
(IN LIQUIDATION).

NOTICE IS HEREBY GIVEN that a Second return of Capital and Dividend at the rate of Three Dollars (Hongkong Currency) per Share will be paid on and after SATURDAY, the 13th day of JULY, 1912, to registered holders of A and B Shares upon application to:-

In the case of Shares on the London Register:-
Messrs. LOWE, BINGHAM & MATTHEWS,
Thornes' Chambers,
Ingram Court,
167, Fenchurch Street,
LONDON, E.C.

In the case of Shares on the Colonial (Hongkong) Register:-
Messrs. LOWE, BINGHAM & MATTHEWS,
St. George's Building,
Canter Road,
HONGKONG.

Share Certificates must be produced for endorsement.

A. R. LOWE, Liquidator.
Hongkong, 11th July, 1912. [900]

NOTICE.

HONGKONG AND CHINA GAS CO., LIMITED.

THE unexpectedly large demand for GAS COOKING STOVES has exhausted the Company's stock of New Stoves.

More are being telegraphed for, and intending customers for same are requested to furnish their names and addresses to the Company so that no undue delay will arise in fixing the stoves when they arrive.

GEORGE CURRY,
Local Secretary.

Gas Office, Hongkong, 9th July, 1912. [866]

RECEIVED

A NEW SHIPMENT OF AUSTRALIAN

DESSERT APPLES

25 CENTS PER LB.

THE

DAIRY FARM CO., LTD.

[30]

LIGHTERAGE.

THE HONGKONG AND KOWLOON WHARF AND GODOWN Co. undertake every description of lighter work, including transshipments in the Harbour, delivery to any water frontage in the Colony, and conveyance to Canton and West River ports. Small quantities handled at specially low rates quoted for large quantities.

PUBLIC COMPANIES

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LTD.

AN INTERIM DIVIDEND OF THREE AND A HALF DOLLARS per Share for the Six Months ending 30th June, will be Payable on MONDAY, 29th July, 1912, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from SATURDAY, the 20th July, to MONDAY, the 29th July, 1912 (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,
MOWBRAY S. NORTHCOTE,
Acting Secretary.
Hongkong, 9th July, 1912. [895]

THE WEST POINT BUILDING CO., LIMITED.

AN INTERIM DIVIDEND OF TWO DOLLARS per Share for the Six Months ending 30th June, will be Payable on MONDAY, 29th July, 1912, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from SATURDAY, the 20th July, to MONDAY, the 29th July, 1912 (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,
MOWBRAY S. NORTHCOTE,
Acting Secretary to
THE HONGKONG LAND INVESTMENT & AGENCY COMPANY, LTD.
General Agents for
THE WEST POINT BUILDING CO., LTD.
Hongkong, 9th July, 1912. [896]

THE STAR FERRY COMPANY, LTD.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the STAR FERRY CO., LIMITED, will be held at the Office of Messrs. JARDINE, MATHESON & Co., Ltd., Pedder Street, Hongkong, on WEDNESDAY, the 24th day of JULY, 1912, at 12.30 o'clock in the afternoon, when the Subjoined Resolutions will be proposed:-

1. That the Capital of the Company be increased from \$200,000 to \$300,000 by the creation of 10,000 new Shares of \$3 each.

2. That when the present reserve fund of the Company exceeds \$100,000 the Directors be and they hereby are authorised to distribute \$100,000 portion thereof amongst the persons who are Registered as Shareholders of the Company on such date as the Directors may decide by way of bonus in proportion to the number of Shares held by them on such last mentioned date and that such bonus be payable on such date as the Directors may appoint.

3. That the Directors may be authorised to offer at par to every person Registered as a Shareholder on such date as the Directors may decide one new Share of the Company for every complete two old Shares held by him on which all calls have been paid, such new Shares being equal in nominal amount to the bonus payable to him for every complete two old Shares held by him under the last preceding clause and that the nominal amount of such new Shares be paid to the Company on or before such date as the Directors shall appoint, such new Share to participate in the First Dividend Declared after the issue thereof to the extent of receiving one half of the Dividend paid in respect of the Shares fully paid up on the 1st May, 1912, and thereafter *pari passu* with the existing Shares.

4. That no Shareholder shall be entitled to an offer of any fraction of a new Share in respect of an old Share held by him.

5. That the Directors be authorised to dispose of any new Shares offered to a Shareholder and declined or not accepted within such time as the Directors may appoint and of any surplus new Shares to such persons upon such terms and conditions and at such times as the Directors think fit.

By Order,
EDWARD OSBORNE,
Secretary.
Hongkong, 10th July, 1912. [898]

WANTED.

WANTED to buy the DIRECTORY and CHRONICLE for CHINA, JAPAN, etc. for the years 1896 and 1897.

Offers to be addressed to:-
No. 72,
Care of "Daily Press" Office,
Hongkong, 9th July, 1912. [890]

CHRISTIAN SCIENCE SOCIETY

invites the public to attend a

LECTURE

ON

CHRISTIAN

SCIENCE

AT THE

THEATRE ROYAL,

CITY HALL,

ON TUESDAY, 23RD JULY,

AT 5.30 P.M.

The Lecture will be delivered by Bliss Knapp, C.S.B., Member of the Board of Lectureship of The Mother Church, The First Church of Christ, Scientist, in Boston, Massachusetts.

Hongkong, 10th July, 1912. [897]

INTIMATIONS

LANE, CRAWFORD & Co.

A 5 or 10 Catty Box constitutes one of the most acceptable Presents to those at Home.



Without doubt is the Finest Blend of TEA at the Price to be had in China

WE ARE NOW BOOKING ORDERS FOR THE ABOVE SPECIALLY BLENDED FOOCHOW TEA.

Price-Including Freight, Duty and Delivery to any address in the United Kingdom:-

PER 10 CATTY BOX...\$17.50. PER 5 CATTY BOX...\$10.

SPORTS DEPARTMENT.

JUST ARRIVED:

TENNIS BALLS,

SLAZENGER'S in Tin Cases.

RACKETS, NETS, POSTS,

ETC. ETC.

TO LET

TO LET.

No. 12, BEACONSFIELD ARCADE First Floor.
No. 13, BEACONSFIELD ARCADE, First Floor.
No. 14, MACDONALD ROAD, "CALDER," 6-Roomed House, Fine Situation, from 1st August, 1912.
LARGE ROOMS, Central Position, Cheap Rent.
1 LARGE GODOWN in No. 34, Duddell Street, 1st Floor.
1 SMALL GODOWN in "Duddell Street (Godown D)."
"ROGATE" Austin Road, Kowloon, from 1st April.
For Sale, "HARTING and ROGATE" on part of Kowloon Island Lot No. 1184.
For Sale, with or without Furniture, "TOR CHEST," No. 8, The PAAS, with Tennis Court, Commanding a magnificent view of the Harbour and Adjacent Islands.
Apply to:-
LINSEBAUM & DAVIS
3rd Floor, Alexandra Building.
Hongkong, 8th July, 1912. [122]

TO BE LET.

SHOPS AND OFFICES, IN ALEXANDRA BUILDINGS.

Apply-

A. S. WATSON & Co., Ltd.,
Alexandra Buildings.
Hongkong, 22nd May, 1912. [123]

TO LET.

"A BERTHOLWYN," Peak Road, 15th July.
EUROPEAN FLAT, Nathan Road, Kowloon.
SHOP with GODOWN attached, Nathan Road, Kowloon.
KOWLOON MARINE LOT No. 48 with WHARF.
Apply to:-
HUMPHREYS ESTATE & FINANCE Co., Ltd.,
Alexandra Buildings.
Hongkong, 10th July, 1912. [869]

TO LET.

ON 2ND FLOOR, No. 2, PEDDER STREET, ONE-ROOMED OFFICE.
Apply Property Office,
JARDINE, MATHESON & Co., Ltd.,
Hongkong, 23rd May, 1912. [173]

TO LET.

OFFICES in KING'S BUILDING
RANFURLY, 11, Conduit Road. From 1st June.
Apply
THE HONGKONG LAND INVESTMENT AND AGENCY Co., Ltd.,
Hongkong, 1st July, 1912. [121]

FOR SALE.

GAS COMPRESSOR with ELECTRIC MOTOR and FITTINGS. Will increase ordinary lighting power by 25 per cent. without extra cost.

Apply-
MANAGER,
"Hongkong Daily Press" Office
Hongkong, 13th March, 1912. [423]

BANKS

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ... \$15,000,000
RESERVE FUNDS:-
STRESSING ... \$15,000,000
SILVER ... \$16,750,000

RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS.

E. SHERRILL, Esq., Chairman.
F. H. ARMSTRONG, Esq., Deputy Chairman.
Andrew Forbes, Esq.
G. F. FRISCH, Esq.
C. S. GUTHRIE, Esq.
G. R. LAURIE, Esq.
F. LIEB, Esq.

CHIEF MANAGER:

Hongkong-N. J. STARR.

ACTING MANAGER:

Shanghai-A. G. STEPHEN.

LONDON BANKERS:

LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG-INTEREST ALLOWED.

On Current Account at the rate of Two per cent. per annum on the Daily Balance.

ON FIXED DEPOSITS.

For 3 months, 2 1/2 per cent. per annum.

For 6 months, 3 1/2 per cent. per annum.

For 12 months, 4 per cent. per annum.

N. J. STARR, Chief Manager.

Hongkong, 23rd May, 1912. [19]

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE-LONDON.

PAID UP CAPITAL ... \$1,500,000

RESERVE FUNDS ... \$1,650,000

RESERVE LIABILITY OF PROPRIETORS ... \$1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

WM. DICKSON, Manager.

Hongkong, 12th April, 1912. [133]

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL ... \$1,500,000

SUBSCRIBED ... \$1,125,000

PAID UP ... \$550,000

RESERVE FUND ... \$350,000

HEAD OFFICE:

40, Threadneedle Street, LONDON, E.C.

BRANCHES:

Bombay, Calcutta, Hongkong, Kanton, Madras, Rangoon, Singapore, Shanghai, Yokohama.

AGENTS IN JAPAN:

Messrs. JARDINE, MATHESON & Co., Ltd.

BANKERS:

BANK OF ENGLAND.

LONDON JOINT STOCK BANK, LTD.

Every description of Banking and Exchange business transacted. Stocks and Shares bought and sold on account of Customers. Letters of Credit granted on Agents and Correspondents all over the world.

INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

F. C. MACDONALD, Manager.

Hongkong, 29th March, 1912. [938]

NEDERLANDSCH-INDISCHE HANDELSBANK.

(NEDERLANDS INDIA COMMERCIAL BANK, ESTABLISHED 1863.

Authorised Capital FL 15,000,000 (\$1,250,000)

Paid up Capital FL 12,401,350 (\$1,033,425)

Reserve Fund FL 3,232,157.01 (\$271,013)

HEAD OFFICE: AMSTERDAM.

HEAD AGENCY: BATAVIA.

LONDON BANKERS

THE WILLIAMS DEACONS BANK, SWISS BANKCORPORATION.

BRANCHES AND AGENTS all over the World.

THE BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent. per annum on Daily balances and accepts Fixed Deposits at the following rates:-

12 months 4 1/2 per annum.

6 do. 4 1/4 do.

3 do. 3 3/4 do.

E. J. H. VAN BELDEN, Acting Manager, No. 8, Des Voeux Road Central.

Hongkong, 17th May, 1912. [22]

THE YOKOHAMA SPECIE BANK LIMITED.

AUTHORISED CAPITAL... Yen 40,000,000

PAID-UP CAPITAL... Yen 30,000,000

RESERVE FUND... Yen 17,500,000

HEAD OFFICE-YOKOHAMA.

Branches and Agencies at:

Antung-Hsien, Liao-Yang, Ryojun, Calcutta, (Port Arthur), Bombay, London, San Francisco, Changchun, Lyons, Shanghai, Dairen (Dalny), Nagasaki, Tientsin, Fengtien (Mukden), Newchwang, Hankow, Hanko, New York, Tokyo, Honolulu, Oka, Kobe.

INTEREST ALLOWED ON CURRENT ACCOUNTS

Deposits received for fixed periods at rates to be obtained on application.

TAKEO TAKAMICHI, Manager.

Hongkong, 1st April, 1912. [443]

ENTERTAINMENTS

THEATRE ROYAL.

3 NIGHTS ONLY 3

FRIDAY, SATURDAY AND

MONDAY,

JULY 19th, 20th and 22nd.

MAURICE E. BANDMANN, PRESENTS.

THE

BANDMANN

OPERA CO.

FRIDAY, JULY 19th:

The Record Breaker.

"A MERRY WIDOW."

SATURDAY, JULY 20th:

The World-Famed,

"BELLE OF NEW YORK."

MONDAY, JULY 22nd:

The Greatest of All Musical Comedy Successes,

"THE DOLLAR PRINCESS."

PRICES:

\$3.50, \$2 and \$1.

Commence 9 P.M. sharp.

Fare is now installed in the Theatre.

Hongkong, 10th July, 1912. [899]

VICTORIA THEATRE.

Two Performances:

7.15 P.M.-PICTURES ONLY-7.15 P.M.

9.15-PICTURES AND ARTISTS-9.15

Magnificent Films,

T-O-N-I-G-H-T

AND

FOR A FEW NIGHTS ONLY,

ALSO AT

MATINEES

On SATURDAY, 13th, and SUNDAY, 14th,

MR. BILLY ELDID Co.

Marvellous Comedy Cyclists.

Hongkong, 12th July, 1912. [58]

GRACE & CO.

PEDDER ST. (Hongkong Hotel Building).

Dealers in

POSTAGE STAMPS, VIEW POST

CARDS, FLOWER SEEDS,

CIGARS, BOOKS, TOYS, &c.

Just Received a Fine Selection of

BABY DOLLS

WITH

CHINESE DRESSES.

368

NOTHING BETTER FOR THE

SEASON!

JUST RECEIVED.

STYLISH Bathing Dresses and

Caps.

Finest Voiles, Striped, Flowers

and Fancy.

Finest Muslins, Plain and

Dotted.

Embroidered Materials, &c., &c.

You will find our range incomparable for

Quality, Style and Prices.

HOOSAIN-ALI & Co.,

No. 14, Queen's Road Central,

Corner of Zetland Street, Hongkong.

Hongkong, 13th May, 1912. [50]

MITSU BISHI GOSHI KWAISHA.

(MITSU BISHI CO.)

COAL DEPARTMENT

SOLE PROPRIETORS OF TAKASIMA,

OCHI, MURABE, YOSHINOTANI,

HOJO, KANADA, NAMAZUTA, SAYO,

SHINNEW and KAMAYAMADA

Collieries.

AGENTS FOR

KISHIDAKE and SAKITO Coals

HEAD OFFICE-MARUNOUCHI,

TOKYO.

BRANCH OFFICES-NAGASAKI,

MOJI, KAKATSU, WAKAMATSU,

KOBE, OSAKA, OTABU, SHANGHAI,

HONGKONG, HANKOW.

Cable addresses

GOING HOME.

A HOLIDAY AT HOME. AND A WAY
TO GET THERE THAT'S A HOLIDAY.

WHY NOT

See the beauties of Japan, of Honolulu, (the Paradise of the Pacific), of California, of Colorado, and the fascinations of Niagara, San Francisco, Chicago and New York.

AND THE WAY

Every "travel-wise" tourist takes the deservedly famous U.S. MAIL Steamers, of the

PACIFIC MAIL S.S. CO.

Steamers of Limitless Luxury. Splendidly appointed "Homes on the Water." Wireless Telegraphy. Submarine Fog Signals. Excellent String Orchestra. Meals for epicures under the superintendence of caterer of International Repute.

The Cost: is not more by this route with its unrivalled opportunities, than by any other route. For a return ticket to London the cost is but £120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE First Class accommodations are provided for £43 to London (return ticket £74) and to San Francisco £25. SPECIAL RATES to Officers, Army, Navy, Consular Civil Service, on application.

| STEAMERS. | Tons | Starting | 1912 |
|-----------|--------|----------|-----------------------|
| MANCHURIA | 27,000 | TUESDAY | 15th July, at 1 P.M. |
| NILE | 11,000 | TUESDAY | 30th July, at 1 P.M. |
| WONGOLTA | 27,000 | TUESDAY | 6th Aug., at 1 P.M. |
| PERSEA | 9,000 | TUESDAY | 27th Aug., at 1 P.M. |
| KOREA | 18,000 | TUESDAY | 3rd Sept., at 1 P.M. |
| SIBERIA | 18,000 | TUESDAY | 17th Sept., at 1 P.M. |
| CHINA | 10,200 | TUESDAY | 24th Sept., at 1 P.M. |
| MANCHURIA | 27,000 | TUESDAY | 1st Oct., at 1 P.M. |

* INTERMEDIATE STEAMERS.

LET US PLAN AN ITINERARY FOR YOU.

KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

TELEPHONE No. 141.

32

THE BANK LINE

REGULAR SERVICE FROM HONGKONG TO
**VICTORIA, VANCOUVER,
B.C., SEATTLE &
TACOMA.**

VIA
SHANGHAI AND JAPANESE PORTS.

CARRYING CARGO ON THROUGH BILLS OF
LADING TO ALL OVERLAND COMMON POINTS.

S.S. "LORD DERBY" 7,000 tons...Sailing Aug. 15th.

To be followed by other Steamers of the Company, at
regular intervals.
Calling at SAOY and KEELUNG if sufficient
passenger offers.
The BANK LINE Steamers are of the Newest Design,
with most Commodious Accommodation, and are fitted with
Electric Light and Wireless Telegraphy.
Special Parcel Express to America and Canadian Points.
For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.
TELEPHONE No. 780. KING'S BUILDING, PRINCE CENTRAL

ORIENTAL AFRICAN LINE. NEW LINE OF STEAMERS

SOUTH AFRICAN PORTS.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA,
DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE
TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the
quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

S.S. "DUNERIC" ... 3,000 tons ... Second half of August.

And regularly thereafter.

For Rates of Freight or Passage, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA,
DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and
CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN
AFRICAN LINE.

PROPOSED SAILINGS

FROM HONGKONG: 20th July.
FROM COLOMBO: 10th August.

For Rates and Further Information, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS.

CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT
FROM THE ORIENT TO THE ARGENTINE.

Recent Sailings from HONGKONG connecting with the Company's Steamers
at CALCUTTA.

For Rates of Freight and Further Particulars, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS.

142-43-44

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

FRIDAY, 12TH JULY, 1912.

8 a.m. "HONAM." 10 p.m. "KINSHAN." 8 a.m. "HEUNGSHAN." 5 p.m. "FATSHAN."

SATURDAY, 13TH JULY, 1912.

8 a.m. "HEUNGSHAN." 10 p.m. "HONAM." 8 a.m. "HONAM." 5 p.m. "KINSHAN."

HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.
Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 14TH JULY.

The Company's Steamship

"SUI AN."

Will depart from the Company's WING LOK STREET WHARF at 9 a.m.
Departure from Macao at 5 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday, leaving at 7.30 a.m.,
and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.
This steamer connects with the excursion steamer leaving Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOI-SANG," 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE
INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, and S.S. "NANNING," 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and
Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m.
Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the
Company's direct steamers, "LINTAN" and "SANUL." These vessels have superior
Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.
Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.
Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier. 143

TOYO KISEN KAISHA
TRANS-PACIFIC
WESTERN PACIFIC
DENVER AND RIO GRANDE
TRANS-CONTINENTAL
TOYO KISEN KAISHA.

New Triple Screw Turbine Flyers—20 Knots Speed.
S.S. TENYO MARU ... 21,000 tons.
S.S. CHIYO MARU ... 21,000 tons.
S.S. SHINYO MARU ... 21,000 tons.

AND
S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE.)
HONGKONG TO SAN FRANCISCO via CHINA and JAPAN PORTS and
HONOLULU. Semi-tropical route—Daily tank bathing, cricket, baseball, dances and
free newspaper containing World's happenings by wireless.

**WESTERN PACIFIC-DENVER AND
RIO GRANDE.**

The T.K.K. lines connect at San Francisco with the palatial trains of the Western
Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver
WITHOUT CHANGE.
Through Standard Sleepers.
Through Tourist Sleepers.
Dining Cars—Observation Cars.
Electric Lights—Electric Fans, Union Depots.
New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the
Sierras—Feather River Canyon—and the Royal Gorge of Colorado.
Convenient connections at Chicago with trains for New York Transatlantic Steamers;
and other Eastern points.
When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for
Ticket form No. 626.

O. LACY GOODRICH,
GENERAL ORIENTAL AGENT,
17, WATER STREET, YOKOHAMA,
AND KING'S BUILDING, HONGKONG

SWEDISH EAST ASIATIC CO., LTD. GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION STEAMERS TONS DATE OF SAILING.
SHANGHAI, YOKOHAMA, "YEDDO" ... 7,200 ... On 29th July.
KOBE and MOJI ... "NIPPON" ... 7,300 ... About 20th Aug.

For Freight and Further Particulars apply to
TELEPHONE No. 171.
ARTHUR NILSSON & CO.
YORK BUILDINGS, TOP FLOOR.

401

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)
MONTHLY FAST DIRECT SERVICE TO TRIESTE,
via SINGAPORE, PENANG, COLOMBO, ADEN, SUVA and PORT SAID.
S.S. "KOERBER," 9,900 tons, will leave as above on 19th July, at 5 P.M.
TO SHANGHAI.

S.S. "BOHEMIA," 7,900 tons, will leave as above on 4th August.
Superior accommodation for 1st and 2nd Class Cabin and Steerage passengers. Cheap
rates, Hongkong-Trieste Venice, 250 1st, 250 2nd Class. No surtax, no tips, no inside
cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.

MONTHLY ORDINARY SERVICE.

S.S. "VORWAERTS," 12,900 tons, will leave for YOKOHAMA and KOBE via SHANGHAI
about 31st July.

S.S. "SILEZIA," 13,900 tons, will leave for TRIESTE, Fiume and Venice, via SINGAPORE,
PENANG, COLOMBO, CALCUTTA, ADEN, SUVA, PORT SAID, on 31st July.
These Steamers are fitted with comfortable one class accommodation for saloon
passengers. Cheap rates, Hongkong-Trieste Venice 243, no surtax, excellent cuisine, Doctor,
Wireless Telegraphy.

ROUND THE WORLD TICKETS ARE ISSUED.
CARGO is taken at through rates to all ports in the Adriatic, the Levant and Black
Sea, also to North and South America. For information apply to

SANDER, WIELER & Co., Agents,

Hongkong, 12th July, 1912.

Princes' Building.

155

JAVA-CHINA-JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

| STEAMER | FROM | EXPECTED ON OR ABOUT | WILL LEAVE FOR | ON OR ABOUT |
|-----------|--------|----------------------------|----------------|------------------------|
| TJIMANOEK | JAVA | — | JAPAN | First half of July. |
| TJILIWONG | JAPAN | — | JAVA | First half of July. |
| TJIMAH | SWATOW | First half of July. | JAVA | First half of July. |
| TJIKINI | JAVA | Second half of July. | SHANGHAI | Second half of July. |
| TJIPANAS | JAVA | Second half of July. | JAPAN | Second half of July. |
| TJITAROM | JAVA | First half of August. | JAPAN | First half of August. |
| TJIBODAS | JAVA | First half of August. | JAPAN | First half of August. |
| TJILATJAP | JAVA | Second half of August. | SHANGHAI | Second half of August. |

The Steamers are all fitted throughout with Electric Light and have accommodation for
a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports
on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.
Hongkong, 10th July, 1912.

Telephone No. 375.

7

BRITISH INDIA S. N. CO., LTD. APCAR LINE.

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. "DILWARA," 5,378 tons, Capt. W. J. Bishop, left CALCUTTA on 3rd July,
will be despatched for SHANGHAI, KOBE and MOJI on 24th July.
S.S. "ABRATON APCAR," 4,450 tons, Capt. F. M. Austin, will be despatched
to KOBE and MOJI (YOKOHAMA of sufficient inducement offers) on 29th July.

WESTWARD.

S.S. "GREGORY APCAR," 4,600 tons, Capt. J. E. Drake, will be despatched
for SINGAPORE, PENANG and CALCUTTA on 21st July.
S.S. "TORILLA," 6,679 tons, Capt. C. J. Swanson, R.N.R., will be despatched
as above on 31st July.
The above Steamers have excellent saloon accommodation for passengers and are fitted
with all modern conveniences and carry a duly qualified surgeon.
For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,

Hongkong, 10th July, 1911.

AGENTS.

592

PHILIPPINES S.S. CO.

| STEAMSHIP | TONS | CAPTAIN | FOR | SAILING DATE |
|-----------|------|--------------|-----------------------------------|----------------------|
| RUBI | 4000 | S. A. Crosby | Manila, Mangrove, Iloilo and Cebu | On 20th July, 4 P.M. |
| ZAFIRO | 4000 | M. C. Smith | Manila, Mangrove, Iloilo and Cebu | On 30th July, 4 P.M. |

For Freight or Passage, apply to
HONGKONG, 11th July, 1912.

SHEWAN, TOMES & Co., General Managers.
PHILIPPINES S.S. CO.

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

| FOR | STEAMERS | TONS | TO SAIL |
|-----------------------------------------------------------------------------------|--------------------------------------|--------|-------------------------------------|
| NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN. | "YORCK" Capt. H. Rehm. | 17,000 | {Wednesday, 24th July, at Noon. |
| SHANGHAI, NAGASAKI, KOBE and YOKOHAMA | "LUETZOW" Capt. J. Bortfeldt. | 17,300 | {About Wed'day, 24th July. |
| MANILA, YAP, MARONN, SAMAR, RAI, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE | "PRINZ WALDEMAR" Capt. H. Bremer. | 6,100 | {Saturday, 13th July, at 9 A.M. |
| KOBE and YOKOHAMA | "COULENZ" Capt. L. Klugkist. | 6,750 | {About Tuesday, 25th July. |
| KUDAT and SANDAKAN | "BORNEO" Capt. F. Sembill. | 5,000 | {Saturday, 13th July, at 10 A.M. |

All the Steamers of the European Line are fitted with Wireless Telegraphy.
New System of Telefunken.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & Co.,

GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 12th July, 1912.

THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

Head Office for the Far East:—16 DES VŒUX ROAD, HONGKONG.
SHANGHAI: 2-3, FOOCHOW ROAD. YOKOHAMA: 32, WATER STREET.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and
TRANS-SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS OF THE WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONIES exchanged.
7291 CHIEF OFFICE—LUDGATE CIRCUS, LONDON, E.C.

| PASSENGERS. | ARRIVED. | EXPECTED |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Per <i>Kumsang</i> , from Singapore, Mr. Burritt. | Rev. Hospital, Rev. Abraham, Mrs. Henningray, Mrs. Drupen, Com. R. d. Luca, Mrs. Elias, Mrs. Britto, Madam Flint, Master Leable, Mr. L. Penton; for Yokohama, Mr. E. Bower, Miss C. Brown, Mrs. M. Lewis, Mr. T. McDonald, Mr. and Mrs. H. Kuzel, Rev. and Mrs. A. S. Bradley, Miss Gubbay; for Nagasaki, Capt. and Mrs. C. B. Biley, Mr. S. W. Russell, Mr. M. Ashu, Mr. S. Hirano, Mr. K. Mayeda, Mr. S. Jachonchi, Mr. Enjojo, Mr. Iwasaki, for Kobe, Mr. K. Yamada and party. | Per <i>Armand Behic</i> , due Hongkong 15th July.—For Hongkong, Mr. De la Tour, Mr. Edward Martineau, for Shanghai, Mr. Le Clerc, Mr. Bouet, Mr. Condchaux, Sisters Poirat, Antionette, Louise, Marie and Germaine, Mr. A. D'Orville; for Yokohama, Mr. Javet, Mr. and Mrs. Bernadac, Miss Salanson and Miss Jubin. |
| Per <i>Prinz Eitel Friedrich</i> , for Singapore, Mr. and Mrs. E. Englett, Mr. D. Dealdas; for Colombo, Mr. D. Puhumal, Mr. E. Whipple, Mr. Ch. Kaufmann; for Genoa, Mr. A. H. Gwon, Mr. J. T. Ryan, Miss H. Schmitz, Mr. J. G. Calvert, Mr. and Mrs. T. A. Enos, Mr. Joh. Gual, Mr. Paul Henningsson, Mr. V. Machepang, Mr. O. Lehmann; for London, Mrs. F. Sutton and child, Mr. A. Warrington; for Southampton, Mr. G. V. Steehner and Mr. W. Clark. | | |
| Per <i>Princess Alice</i> , for Shanghai, Mrs. C. V. Hamilton, Mr. F. B. Jacob, Right | | |

SHIPPING

ARRIVALS

CHONGSHING, British str., 1,250, N. Melidder, 11th July—Tientsin 4th July, General—Jardine, Matheson & Co.

CHARA JENSEN, German str., 1,103, A. Uderup, 10th July—Hainphong 7th July, General—Jardine, Matheson & Co.

HONGKONG, British str., 1,825, J. M. Hay, 11th July—Mojito 5th July, General—Jardine, Matheson & Co.

KEONGWANG, German str., 1,116, J. Kohler, 11th July—Swatow 10th July, Rice—Butterfield & Swire.

KUMKANG, British str., 3,230, F. Wheeler, 11th July—Singapore 5th July, General—Jardine, Matheson & Co.

LINAS, British str., 1,552, W. W. Williams, 11th July—Shanghai 7th July, General—Butterfield & Swire.

MURK, British str., 2,323, Miles, 10th July—Tarakon 5th July, Liquid Fuel—Asiatic Petroleum Co.

PERUMPHIN, British str., 1,036, Jan. M. Scott, 11th July—Saigon 7th July, Rice and General—Chinese.

SUNGKANG, British str., 957, H. Mathias, 11th July—Hainphong 7th July, General—Butterfield & Swire.

CLEARANCES

AT THE HARBOR MASTER'S OFFICE.

July 11th.

SHANTUNG, British str., for Moji.

TULIOWSKI, Dutch str., for Batavia.

DEPARTURES

July 11th.

CHENAN, British str., for Shanghai.

DEMODOCIS, British str., for Shanghai.

HAINPHONG, British str., for Swatow.

JINAN, British str., for Canton.

PRINCE ALICE, German str., for S'hai.

SIMLA, British str., for London.

WATSON, British str., for Canton.

SHIPPING REPORTS.

The British str. *Singapore* reports fine weather throughout.

VESSELS EXPECTED.

THE AMERICAN MAIL.

The T.K.K. str. *Chippa Maru*, with U.S. mails, is expected to arrive on the 14th July, at noon.

The S.M. str. *Nile*, with the U.S. mail from San Francisco, sails from Yokohama on the 11th July, between 10 a.m. and noon en route to Hongkong via Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on the 18th July.

THE AUSTRALIAN MAIL.

The J.G.M. str. *Coblenz* left Sydney on the 30th June, at 11 a.m., and may be expected here on or about the 22nd July.

The B. & A. str. *Eastern* left Sydney on the 3rd July, for this port (via Queensland Ports, Port Darwin and Manila).

THE CANADIAN MAIL.

The C.P.R. str. *Montague* left Vancouver, B.C., for Hongkong (via usual ports of call) on the 14th July a.m.

MERCHANT STEAMERS.

The str. *Glendora* left Singapore on the 6th July, and is due here on or about the 12th July, at daylight.

The O.S.K. str. *Tacoma Maru* from Tacoma arrived at Manila on the 7th July, and will leave again for this port on the 16th July, p.m., and is due here on the 13th July a.m.

The H.A.L. str. *Segovia* left Shanghai on the 10th July, and may be expected here on or about the 13th July, a.m.

The Seong Line str. *Curat* left Rangoon on the 3rd July for Hongkong via Penang and Singapore, and is expected to arrive here on the 15th July.

The T.K.K. str. *Kiyo Maru* left Honolulu on the 23rd June for Hongkong, and is expected to arrive at this port on the 28th July.

The Swedish East Asiatic Co.'s str. *Yeddo* left Port Said on the 26th June, and is expected to arrive here on or about the 29th July.

The "Mogul Line" str. *Brannar* left United Kingdom on the 8th June, for Hongkong via the Straits, and is due here about 21st July.

The str. *Kioto* passed the Suez Canal on the 2nd July for Hongkong.

SHIRE LINE.

Carmarthenshire, from London, is due in Hongkong 26th July.

BRITISH INDIA STEAM NAVIGATION CO., LTD.

Pactika, from Penang, is due in Hongkong 15th July.

Itinda, from Japan, is due in Hongkong 23rd July.

PASSED THE CANAL.

June 7th—*Aki Maru*, *Hitachi Maru*, *Pera*, *Polynesia*, *Sachsen*, *Touer*, *Arctus*, *O. J. D. Akers*, 11th—*Atoll*, *Glendora*, *Indra*, 14th—*Bohemia*, *C. Ferd. Lais*, *Palawan*, *Pang Sze*, *Yarra*, 18th—*Brigantia*, *China*, *Polyphenus*, *Prinzess Alice*, 21st—*Armand Behie*, *Jawa*, *Meinam*, *Mennon*, *Miyasaka Maru*, 25th—*Brannar*, *Bulow*, *Candia*, *Carmarthenshire*, *Matoppo*, *Peshawar*, *Vandala*, *Yangtze*, 28th—*Ernest Simons*, *Nubia*, *Arctida*, *Baron Dreese*, *Schwylkill*, *Neleus*, *Patricia*, 2nd—*Bequene*, *Borneo*, *Calchas*, *Flintshire*, *Lutzow*, *Yeddo*, *Kioto*, 5th—*Kitana Maru*, *Suevia*, *Titan*, *Telemachus*, 9th—*Bohemia*, *Gothia*, *Himalaya*, *Manchester Castle*, *Baron Ogilvy*.

ARRIVALS AT HOME.

July 9th—*Patricia*, *Bulow*.

新中外香港

CHUNG NGOI SAN PO
(Chinese Daily Press),
PUBLISHED DAILY,
Is the oldest and still immensurable the best Advertising medium among the Native Community.
Established for over FIFTY YEARS
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Documents translated from or into Classical or colloquial Chinese.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

| 1. From Green Island to the Harbour Master's | | 2. From Harbour Master's to Blake Pier | | 3. From Blake Pier to Naval Yard | | 4. From Naval Yard to East Point | |
|-------------------------------------------------|-------------------|----------------------------------------|-----|----------------------------------|----------------|----------------------------------|-----|
| DESTINATION. | VESSEL'S NAME. | FLAG & REG. | NR. | DESTINATION. | VESSEL'S NAME. | FLAG & REG. | NR. |
| LONDON & ANTWERP | MONMOUTHSHIRE | Brit. str. | — | JARDINE, MATHESON & CO., LTD. | — | — | — |
| LONDON, via USUAL PORTS OF CALL | DEVANHA | Brit. str. | — | P. & O. S. N. Co. | — | — | — |
| LONDON & ANTWERP via SINGAPORE, &c. | POONA | Brit. str. | — | P. & O. S. N. Co. | — | — | — |
| ROTTERDAM, HAMBURG & ANTWERP, &c. | BRASILIA | Ger. str. | — | HAMBURG-AMERICA LINE | — | — | — |
| HAYRE, BREMEN, HAMBURG & ANTWERP, &c. | SAMPIA | Ger. str. | — | HAMBURG-AMERICA LINE | — | — | — |
| HAYRE, ROTTERDAM & HAMBURG | FORREST BULLOW | Ger. str. | — | HAMBURG-AMERICA LINE | — | — | — |
| HAYRE, BREMEN & HAMBURG, &c. | GOLDENFELS | Ger. str. | — | HAMBURG-AMERICA LINE | — | — | — |
| MARSEILLES, HAYRE & HAMBURG, &c. | SEGOYA | Ger. str. | — | HAMBURG-AMERICA LINE | — | — | — |
| MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c. | TANPO MARU | Jap. str. | — | HAMBURG-AMERICA LINE | — | — | — |
| MARSEILLES, HAYRE & HAMBURG, &c. | SILSIA | Ger. str. | — | HAMBURG-AMERICA LINE | — | — | — |
| VICTORIA, B.C. & SEATTLE via SHANGHAI, &c. | AWA MARU | Jap. str. | — | NIPPON YUSEN KAISHA | — | — | — |
| VICTORIA, B.C. & TACOMA via KEELUNG & JAPAN | TACOMA MARU | Jap. str. | — | OSAKA SHOSEN KAISHA | — | — | — |
| VICTORIA, B.C. & TACOMA via KEELUNG, &c. | PANAMA MARU | Jap. str. | — | OSAKA SHOSEN KAISHA | — | — | — |
| NAPLES, GENOA, ALGIERES, GIBRALTAR SOUTHAMPTON | YOKOR | Ger. str. | — | MEIKENS & CO. | — | — | — |
| TRIESTE, via SINGAPORE, PENANG, COLOMBO, &c. | KOEBER | Aus. str. | — | SANDER, WIELER & CO. | — | — | — |
| TRIESTE, FIUME, VENICE via SINGAPORE, &c. | SILSIA | Aus. str. | — | SANDER, WIELER & CO. | — | — | — |
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| BOSTON & NEW YORK | INDRAHIRE | Brit. str. | — | JARDINE, MATHESON & CO., LTD. | — | — | — |
| VANCOUVER via SHANGHAI, JAPAN, &c. | KANSA | Am. str. | — | THE BANK LINE, LIMITED | — | — | — |
| VANCOUVER via SHANGHAI, JAPAN, &c. | EMPEROR OF JAPAN | Brit. str. | — | CANADIAN PACIFIC R. CO. | — | — | — |
| SAN FRANCISCO via KEELUNG & JAPAN, &c. | MONTEAGLE | Brit. str. | — | CANADIAN PACIFIC R. CO. | — | — | — |
| SAN FRANCISCO via KEELUNG & JAPAN, &c. | MANCHURIA | Am. str. | — | PACIFIC MAIL S.S. CO. | — | — | — |
| SAN FRANCISCO via SHANGHAI & JAPAN, &c. | CHYO MARU | Jap. str. | — | PACIFIC MAIL S.S. CO. | — | — | — |
| AUSTRALIAN PORTS via MANILA | NILE | Am. str. | — | MEIKENS & CO. | — | — | — |
| AUSTRALIAN PORTS via MANILA | PRINCE WALDEMAR | Ger. str. | — | BUTTERFIELD & SWIRE | — | — | — |
| AUSTRALIAN PORTS via MANILA | TAITIAN | Brit. str. | — | GIBS, LIVINGSTON & CO. | — | — | — |
| AUSTRALIAN PORTS via MANILA | KAWATA MARU | Jap. str. | — | NIPPON YUSEN KAISHA | — | — | — |
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| YOKOHAMA & KOBE | FAZILKA | Brit. str. | — | SANDER, WIELER & CO. | — | — | — |
| YOKOHAMA & KOBE & MOJI | KUMKANG | Brit. str. | — | JARDINE, MATHESON & CO., LTD. | — | — | — |
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| YOKOHAMA & KOBE | ABRAHAM APGAR | Jap. str. | — | DAVID SASSON & CO., LTD. | — | — | — |
| YOKOHAMA & KOBE & YOKOHAMA | NIKKO MARU | Jap. str. | — | YAMA-CHINA JAPAN LINE | — | — | — |
| JAPAN | YIMANOK | Dut. str. | — | JARDINE, MATHESON & CO., LTD. | — | — | — |
| TIENTSIN via TSINGTAU | CHONGSHING | Brit. str. | — | BUTTERFIELD & SWIRE | — | — | — |
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| SHANGHAI, TSINGTAU, KOBE & YOKOHAMA | LUTZOW | Ger. str. | — | MEIKENS & CO. | — | — | — |
| SHANGHAI, MOJI, KOBE & YOKOHAMA | NUBIA | Brit. str. | — | P. & O. S. N. Co. | — | — | — |
| SHANGHAI, YOKOHAMA, KOBE & MOJI | YEDDO | Swed. str. | — | ARTHUR NIELSEN & CO. | — | — | — |
| SHANGHAI | BOHEMIA | Aus. str. | — | SANDER, WIELER & CO. | — | — | — |
| SHANGHAI, YOKOHAMA, KOBE & MOJI | NIPPON | Swed. str. | — | ARTHUR NIELSEN & CO. | — | — | — |
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| SWATOW | HAIKUN | Brit. str. | — | DOUGLAS LAFRAIK & CO. | — | — | — |
| SWATOW, AMOY & POOCHOW | HAIKUN | Brit. str. | — | DOUGLAS LAFRAIK & CO. | — | — | — |
| SWATOW, AMOY & POOCHOW | HAIKUN | Brit. str. | — | DOUGLAS LAFRAIK & CO. | — | — | — |
| SWATOW, AMOY & POOCHOW | HAIKUN | Brit. str. | — | DOUGLAS LAFRAIK & CO. | — | — | — |
| MANILA | YUENSANG | Brit. str. | — | JARDINE, MATHESON & CO., LTD. | — | — | — |
| MANILA, CEBU & ILOILO | KAIFONG | Brit. str. | — | BUTTERFIELD & SWIRE | — | — | — |
| MANILA | LOONGSANG | Brit. str. | — | JARDINE, MATHESON & CO., LTD. | — | — | — |
| MANILA, MANGARIN, ILOILO & CEBU | RUI | Am. str. | — | DAVID SASSON & CO., LTD. | — | — | — |
| MANILA, MANGARIN, ILOILO & CEBU | YUKI | Am. str. | — | DAVID SASSON & CO., LTD. | — | — | — |
| BATAVIA, CHEBON, SAMARANG, &c. | YUKI | Am. str. | — | DAVID SASSON & CO., LTD. | — | — | — |
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| KWANG CHOW WANG & HAINPHONG | YUKI | Am. str. | — | DAVID SASSON & CO., LTD. | — | — | — |

"SHIRE" LINE OF STEAMERS, LIMITED.

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

| FOR | STEAMERS | DATE OF DEPARTURE |
|-------------------------------------|------------------|-------------------|
| LONDON & ANTWERP | "MONMOUTHSHIRE" | About 13th July. |
| SHANGHAI, NAGASAKI, KOBE & YOKOHAMA | "CARMARTHENSIRE" | About 20th July. |
| LONDON, ROTTERDAM & ANTWERP | "PENSROKESHIRE" | About 6th August. |
| SHANGHAI, NAGASAKI, KOBE & YOKOHAMA | "DEN OF GLAMIS" | About 23rd Aug. |
| LONDON & ANTWERP | "CARMARTHENSIRE" | About 1st Sept. |

Does not carry passengers.
These Steamers have superior accommodation for a limited number of First Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is particularly directed to the moderate fares charged.

For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd.,
AGENTS.
Hongkong, 9th July, 1912.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

| TO | STEAMERS | DATE OF DEPARTURE |
|------------------------------|--------------|-----------------------------|
| SINGAPORE, PENANG & CALCUTTA | "NANSANG" | Saturday, 13th July, Noon. |
| MANILA | "YUENSANG" | Saturday, 13th July, 2 P.M. |
| KOBE | "CHUNSA" | Sunday, 14th July, D'light. |
| YOKOHAMA, KOBE & MOJI | "KUMSANG" | Monday, 15th July, Noon. |
| CHINWANTAO | "ONSANG" | Monday, 15th July, 3 P.M. |
| TIENTSIN via TSINGTAU | "CHONGSHING" | Tuesday, 16th July, Noon. |
| SHANGHAI | "WAISHING" | Tuesday, 16th July, 4 P.M. |
| MANILA | "LOONGSANG" | Saturday, 20th July, 2 P.M. |

RETURN TOURS TO JAPAN.
The Steamers "KUMSANG" and "CHUNSA" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.
These vessels have all modern improvements and are fitted throughout with Electric Light.
A fully qualified surgeon is also carried.
Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.
Taking Cargo on through Bills of Lading to Yagizawa Ports, Tsingtau, Weihaiwei, Chefoo, Ientien and Newchwang.

Telephone No. 215, Sub. Exch. 4.
For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd.,
HONGKONG, 12th July, 1912.

BRITISH INDIA S. N. CO., LD.

NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN
Kobe, HONGKONG AND RANGOON.

EASTWARD.
The S.S. "FAZILKA" 4,152 tons, Captain Cammack, will be despatched for YOKOHAMA and KOBE on 12th July, at Noon, to be followed on 25th July by S.S. "ITOLA," Capt. W. W. Tucker, taking Cargo and Passengers at Current Rates.

WESTWARD.
The S.S. "ITINDA" 5,251 tons, Captain A. J. Evans, will leave HONGKONG for SINGAPORE, PENANG and RANGOON on 25th July, at Noon, followed by the S.S. "FULTALA," Captain H. W. Talbot, on the 2nd August, at Noon, taking Cargo and Passengers at Current Rates.
The above Steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences.

For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd.,
AGENTS.
Telephone No. 215.
Hongkong, 10th July, 1912.

VESSELS ON THE BERTH

SOCIETA NAZIONALE DI SERVIZI MARITTIMI.

STEAM FOR BOMBAY via SINGAPORE AND PENANG.

(Taking Cargo at through rates to Port Said, Messina, Naples, Genoa and Leghorn, also Venice and Trieste, all Mediterranean, Adriatic, Barcelona, Valencia, Alicante, Almeria and Malaga, Levantine and South American Ports up to Callao.)
THE Steamship

"POLCEVERA."
Captain Anonaga, will be despatched as above on SATURDAY, the 13th inst., at Noon.
For further particulars regarding freight and Passage, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, 3rd July, 1912.

REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT THE MALACCA COAST).

PROPOSED SAILINGS FROM HONGKONG.

For NEW YORK.

S.S. "MIDDLEHAM CASTLE."

On or about 13th July.

For Freight and further information, apply to
DODWELL & Co., Ltd.,
Agents.
Hongkong, 22nd June, 1912.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERANG, GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"DEVANHA."

Captain W. R. Hickey, carrying His Majesty's Mails, will be despatched from this port for BOMBAY, on SATURDAY, the 20th July, 1912, at Noon, taking Passengers and Cargo for the above Ports in connection with the Co.'s "MOLANATHA," 10,600 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, Tea and Cargo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the S.S. "PRASIA," due in London on the 1st September, 1912.

Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
H. W. D. SHALLARD,
Selling Superintendent,
Hongkong, 25th June, 1912.

"INDRA" LINE, LIMITED.

For BOSTON AND

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

| FOR | STEAMERS | TO SAIL | REMARKS |
|----------------------------------------------------------------------------------------|---------------------------------------------------------|--------------------------------------------|------------------------------------------|
| SHANGHAI | DELTA Capt. E. P. Martin, R.N.R. | About 18th July. | Freight and Passage. |
| LONDON VIA USUAL PORTS OF OCEAN | DEVANHA Capt. W. R. Hickey | Noon. 20th July. | See Special Advertisement. |
| SHANGHAI, MOJI, KOBE AND YOKOHAMA | CANDIA Capt. E. E. Shone NUBIA Capt. F. J. Fox | About 21st July. About 25th July. | Freight only. Freight and Passage. |
| LONDON AND ANTWERP VIA SINGAPORE, PE- NANG, COLOMBO, PORT SAID AND MARSEILLES | FOONA Capt. A. F. Vane, R.N.R. | About 24th July. | Freight only. |

For Further Particulars apply to
H. W. D. SHALLARD,
Acting Superintendent.
Hongkong, 11th July, 1912.

CHINA NAVIGATION CO., LD.

| FOR | STEAMERS | TO SAIL |
|---------------------------------------------------------------------------------------------------------------|-------------|-----------------------|
| SWATOW, TSINGTAU, WEIHAI WEI, CHEFOO & TIENTSIN | "KUEIKHOW" | On 12th July, 6 P.M. |
| SHANGHAI | "LINAN" | On 13th July, 8 A.M. |
| HOIHOW (Moiti) & HAIPHONG | "SUNGKIANG" | On 14th July, 8 A.M. |
| MANILA, CEBU AND ILOILO | "KAIPONG" | On 14th July, 4 P.M. |
| SHANGHAI | "CHINHUA" | On 18th July, 4 P.M. |
| MANILA, ZAMBOANGA, THURS- DAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE | "TAIYUAN" | On 19th July, Noon. |
| SHANGHAI | "ANHUI" | On 20th July, 11 P.M. |

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUL".
AUSTRALIAN STEAMERS have superior accommodations with Electric Light
throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried.
REDUCED FARES, Cargo booked through for all Australian, New Zealand and
Tasmanian Ports.
MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING".
Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck aft.
Saloon accommodation of S.S. "KAIPONG" is situated on Deck aft; Electric Fans fitted.
SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS
("ANHUI", "CHENAN", "CHINHUA" and "LINAN") with excellent accommoda-
tion, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon,
leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through
Bills of Lading to all Yangtze and Northern China Ports.
N.P.—Passengers must embark before midnight on SATURDAY, for the SUNDAY
morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY
Night.
These Steamers Land Passengers in Shanghai, avoiding the inconvenience of
the transshipment at Woosung. TELEPHONE 36.
REDUCED FARES:—SINGLE \$45.....RETURN \$75.
NEW SERVICE—SHANGHAI TO ANTUNG sailings on alternate Wednesdays.
For Freight or Passage apply to—
BUTTERFIELD & SWIRE,
AGENTS
Hongkong, 12th July, 1912.

DOUGLAS STEAMSHIP CO., LD.

| FOR | STEAMERS | TO SAIL |
|---------------------------------------------------------------------|----------------------|--------------------------------|
| SWATOW, AMOY AND FOCHOW AND RETURN. (Occupying 9 to 10 Days). | | |
| "HAITAN" | Capt. J. S. Roach | TUESDAY, 16th July, at 11 A.M. |
| "HAIMUN" | Capt. J. W. Evans | FRIDAY, 19th July, at 11 A.M. |
| "HAICHING" | Capt. W. C. Passmore | TUESDAY, 23rd July, at 11 A.M. |

For SWATOW AND RETURN.
(Occupying 3 Days).
"HAIMUN" ... Capt. J. W. Evans ... SUNDAY, 14th July, at 10 A.M.
Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).
During the month of July—Return Tickets available for three months will be issued at
a Reduction of 20 per cent. on the usual rate to Fochow.
For Freight and Passage, apply to—
DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS
Hongkong, 12th July, 1912.

HAMBURG-AMERIKA LINIE.

| FOR | STEAMERS | TO SAIL |
|---------------------------------------|----------|--------------|
| OUTWARD. | | |
| FOR SHANGHAI, KOBE & YOKOHAMA: | | |
| S.S. GOLDENFELS | ... | 23rd July. |
| S.S. SUEVIA | ... | 2nd August. |
| S.S. PERSEA | ... | 15th August. |
| S.S. O. T. D. AHLERS | ... | 22nd August. |
| S.S. C. FERD. LAEISZ | ... | 11th Sept. |
| S.S. ARCADIA | ... | 24th Sept. |
| For Further Particulars, apply to— | | |
| HOMeward. | | |
| FOR MARSEILLES, HAVRE & HAMBURG: | | |
| S.S. SEGOVIA | ... | 14th July. |
| FOR ROTTERDAM, HAMBURG & ANTWERP: | | |
| S.S. BRASILIA | ... | 17th July. |
| FOR HAVRE, BREMEN, HAMBURG & ANTWERP: | | |
| S.S. SAMBIA | ... | 22nd July. |
| FOR MARSEILLES, HAVRE & HAMBURG: | | |
| S.S. SILEBIA | ... | 7th August. |
| FOR HAVRE, ROTTERDAM & HAMBURG: | | |
| S.S. FUERST BUELOW | ... | 13th August. |
| FOR HAVRE, BREMEN & HAMBURG: | | |
| S.S. GOLDENFELS | ... | 23rd August. |

HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 12th July, 1912.

THE EASTERN & AUSTRALIAN

STEAMSHIP CO., LTD.

| FOR | STEAMERS | TO SAIL |
|------------|----------|-----------------------|
| ST. ALBANS | | On 23rd July, at Noon |

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful
supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity.
All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.
For further particulars apply to—
GIBB, LIVINGSTON & Co.,
AGENTS.
56

TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers
CHIYO MARU, SHINYO MARU AND
TENYO MARU.
Speed 21 KNOTS, Displacement 21,000 TONS.
and the TWIN SCREW S.S.
"NIPPON MARU,"
INTERMEDIATE STEAMER.
Speed 18 KNOTS, Displacement 11,000 TONS.

| STEAMER | CAPTAIN | DATE OF SAILING |
|-------------|---------------|------------------------------|
| CHIYO MARU | W. W. Greene | TUESDAY, 23rd July, Noon |
| NIPPON MARU | A. G. Stevens | TUESDAY, 13th Aug., at Noon |
| TENYO MARU | E. Bent | TUESDAY, 20th Aug., at Noon |
| SHINYO MARU | H. S. Smith | TUESDAY, 10th Sept., at Noon |

THE S.S. "CHIYO MARU" will be despatched for SAN FRANCISCO VIA
KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, YOKO-
HAMA AND HONOLULU, on TUESDAY, the 23rd July, at Noon.

SOUTH AMERICA LINE.

(In C onnection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO
and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ)
The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.
The Steamers—
BUYO MARU, HONGKONG MARU AND KIYO MARU
Ply between HONGKONG and CORONEL VIA MOJI, KOBE, YOKOHAMA, HONOLULU,
MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

| STEAMER | TONS | DATE OF SAILING |
|---------------|--------|-----------------------------|
| KIYO MARU | 17,500 | TUESDAY, 6th Aug., Noon. |
| BUYO MARU | 10,500 | FRIDAY, 4th Oct., at Noon. |
| HONGKONG MARU | 11,000 | TUESDAY, 3rd Dec., at Noon. |

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS
TELEGRAPH APPARATUS and POST OFFICES.
SPECIAL RATES:—To OFFICERS of the ARMY and NAVY, members of the
CIVIL and CONSULAR SERVICES, and to MISSIONARIES.
Through bookings to all important points and AROUND THE WORLD.
For Full Particulars as to Passage and Freight, apply to
S. MORIMOTO, AGENT,
King's Building (Opposite Blake Pier).
247

EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.
MAIL SERVICE TO AND FROM
TONKIN
in 53 hours.
S.S. "SI-KIANG," Capt. E. de Catalano,
(1ST AND 2ND CLASSES) will leave Hongkong for
KWANG CHOW WANG AND HAIPHONG,
on WEDNESDAY, the 17th July, 1912, at 9 A.M.
For Passages and Freight apply to
P. THOMAS, M.M. Co.'s AGENT.
2

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration).
Connecting at TACOMA with
THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY
AND
THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.
(The only direct train service, without transshipment, also shortest
and fastest route, from the Pacific Coast to Chicago). Taking
cargo on through Bills of Lading to all Overland Common Points
in the U.S.A. and Canada, also to the principal ports in Mexico,
Central and South America.

| FOR | STEAMERS | TONS | LEAVES |
|--------------------------------------------------------------------------------------------------|----------------|-------|-----------------------------------|
| VICTORIA, B.C. & TACOMA via KEELUNG, NAGASAKI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA | "TACOMA MARU" | 6,178 | THURSDAY, 18th July, at 1 P.M. |
| | "SEATTLE MARU" | 6,182 | THURSDAY, 8th Aug., at 1 P.M. |
| | "CHICAGO MARU" | 6,182 | TUESDAY, 3rd Sept., at 1 P.M. |
| VICTORIA, B.C. & TACOMA via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, and YOKOHAMA | "PANAMA MARU" | 6,059 | TUESDAY, 23rd July, at 1 P.M. |
| | "MEXICO MARU" | 6,064 | SATURDAY, 17th Aug., at 1 P.M. |
| | "CANADA MARU" | 6,064 | TUESDAY, 17th Sept., at 1 P.M. |

O.S.K. has made the following revision on 1st class passage to Victoria, Tacoma, Seattle
Vancouver, Portland, and San Francisco—
From Manila ... G. \$130.00
From Hongkong, Shanghai and Keelung ... G. \$110.00
From Nagasaki, Moji, Kobe and Yokohama ... G. \$95.00
1st class passage from Hongkong to Victoria, Tacoma,
Seattle, Vancouver, Portland and San Francisco ... G. 110.00.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for storage
Passengers, situated AMIDSHIP. A limited number of Cabin Passengers carried at Low
Rates. Best adapted for carrying Silk, Treasure and Parcels. Special attention
given toward Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

| FOR | STEAMERS | LEAVES |
|--------------------------------|--------------|-----------------------------------|
| TAMSIU VIA SWATOW and AMOY | "DAIGI MARU" | SUNDAY, 14th July, at Noon. |
| FOOCHOW VIA SWATOW and AMOY | "KAIJO MARU" | WEDNESDAY, 17th July, at Noon. |

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch
Office, at Second Floor, No. 1, Queen's Buildings.
S. HIRAO,
MANAGER.
778-7

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS
FOR
MARSEILLES AND LONDON.
TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

| STEAMERS | Leave | Connecting Steamers | Due | Due | | |
|---------------|----------|---------------------|------------------------------|-------------------------|----------|----------|
| to | HONGKONG | from COLOMBO to | MARSEILLES | PLYMOUTH | | |
| COLOMBO | | MARSEILLES & LONDON | (Brindisi 2 days earlier) | (London 1 day later) | | |
| Steamer | Tons | Steamer | Tons | SUNDAY | SATURDAY | |
| DEVANHA | 8000 | July 20 | MOLDAVIA..... | 10000 | Aug. 18 | Aug. 24 |
| DELTA | 8000 | Aug. 3 | MALDIA | 12500 | Sept. 1 | Sept. 7 |
| INDIA | 8000 | Aug. 17 | MONGOLIA | 10000 | Sept. 15 | Sept. 21 |
| ARCADIA | 7000 | Aug. 31 | MEDINA | 12500 | Sept. 28 | FRIDAY |
| ASSAYE | 7500 | September 14 | MALWA | 11000 | Oct. 23 | Oct. 4 |
| DEVANHA | 8000 | September 22 | MOOLTAN | 10000 | Oct. 12 | Oct. 18 |
| INDIA | 8000 | October 12 | MACEDONIA | 10500 | Oct. 26 | Nov. 1 |
| DELTA | 8000 | October 26 | MOREA | 11000 | Nov. 9 | Nov. 15 |
| | | | | Nov. 23 | Nov. 29 | |

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to
the Express Mail Steamer at PORT SAID.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in
Hongkong at the time of Booking.
FARES TO LONDON:
1st SALOON £71.10 SINGLE, £106.14 RETURN.
2nd " £48.8 " £72.12 "
IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR
LONDON
CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.
PROPOSED SAILINGS:

| STEAMERS | Leave | Due |
|-------------------|--------------|------------|
| HONGKONG | LONDON | |
| Tonnage | about | about |
| NUBIA ... 6000 | September 4 | October 19 |
| SARDINIA ... 7000 | September 18 | November 2 |

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES
FARES TO LONDON:
1st SALOON £55.00 SINGLE, £82.10 RETURN.
2nd " £38.10 " £57.4 "
For further Particulars, apply to—
H. W. D. SHALLARD,
ACTING SUPERINTENDENT.
781

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

| DESTINATIONS | STEAMERS | TONS | SAILING DATES |
|-----------------------------------------------------------------------------------------------------------|-----------------------------------|-------|----------------------------------------|
| MARSEILLES, LONDON and ANTWERP, via SINGA- PORE, PENANG, COLOMBO, SUZUKI and PORT SAID | TANGO MARU Capt. K. Kawara | 8,000 | {WEDNESDAY, 17th July, at Daylight. |
| | KAMO MARU Capt. F. L. Sommer | 9,000 | {WEDNESDAY, 31st July, at Daylight. |
| VICTORIA, B.C. and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA | AWA MARU Capt. Shimizu | 7,000 | {TUESDAY, 16th July, at 4 P.M. |
| | SADO MARU Capt. A. Nakawa | 7,000 | {TUESDAY, 30th July, at 4 P.M. |
| SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE | YAWATA MARU Capt. Sakine | 5,000 | {FRIDAY, 2nd Aug., at Noon. |
| | NIKKO MARU Capt. N. Yagi | 6,000 | {FRIDAY, 30th Aug., at Noon. |
| BOMBAY via SINGAPORE, and COLOMBO | KAMAKURA MARU Capt. K. Soyeda | 7,000 | {WEDNESDAY, 24th July. |
| KOBE and YOKOHAMA | MISHIMA MARU Capt. A. F. Moses | 9,000 | {WEDNESDAY, 17th July, at 5 P.M. |
| SHANGHAI, MOJI and KOBE | KAWACHI MARU Capt. Christensen | 7,000 | {WEDNESDAY, 17th July. |
| NAGASAKI, KOBE & YOKOHAMA | NIKKO MARU Capt. M. Yagi | 6,000 | {WEDNESDAY, 31st July, at Noon. |
| SHANGHAI and KOBE | HIROSHIMA MARU Capt. Hiraoka | 4,000 | {MONDAY, 15th July. |

† Fitted with New System of Wireless Telegraphy.
† Cargo only

NEW LINE OF STEAMERS

BETWEEN

KOBE & CALCUTTA.

REGULAR PORTNIGHTLY SERVICE
FROM KOBE TO CALCUTTA, CALLING AT HONGKONG, SINGAPORE,
PENANG AND RANGOON.

The next steamer from Hongkong—
"TOTOMI MARU," 4000 tons, Capt. Kawashima, Saturday, 13th July

REDUCED SUMMER RATES

BETWEEN
HONGKONG AND JAPAN PORTS.

| Commencing 1st June, ending 30th September, 1912. | | | | |
|------------------------------------------------------------------------|------------------|--------------|--------------|------------------|
| SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months. | | | | |
| | Yokohama Return. | Kobe Return. | Moji Return. | Nagasaki Return. |
| 1st Class | \$135 | \$122 | \$108 | \$95 |
| 2nd | \$81 | \$75 | \$65 | \$57 |

With option of Rail between Steamer's Calling Ports in Japan.
For Further Information as to Freight, Sailing, &c., apply to—
T. KUSUMOTO, MANAGER.
TELEPHONE Nos. 292 and 1241.
112-13 656

